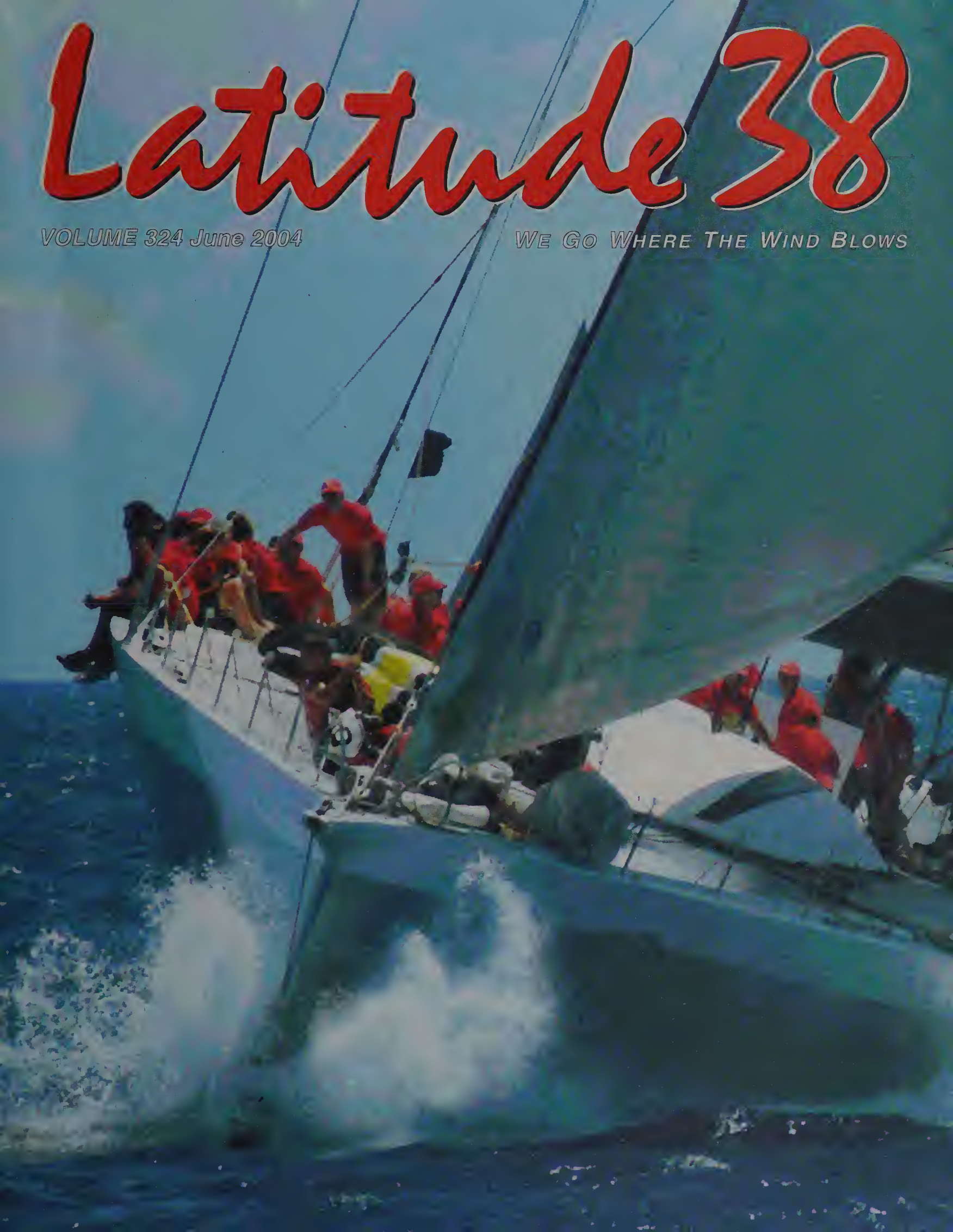


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VOLUME 324 June 2004

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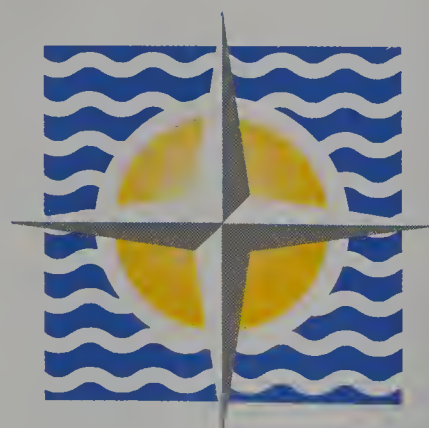
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Spring (Fast) Forward

Joe Ferrie's J-29, *Bay Loon*, placed first overall in South Beach Yacht Club's 'Spring Forward' race. Celebrating the changing of the seasons and the steady breezes that follow, last month's event brought the competitors a fine day of racing on the South Bay course.

Bay Loon is fully Powered by Pineapples. And in Joe's words, "...with the new carbon main and genoa from Pineapple Sails, *Bay Loon* could 'spring forward' of her usual third or fourth place to finish first in the race."

New sails can really make a difference. Pineapple Sails can make all the difference.



PHOTO: EMMANUEL UREN

*Bay Loon**

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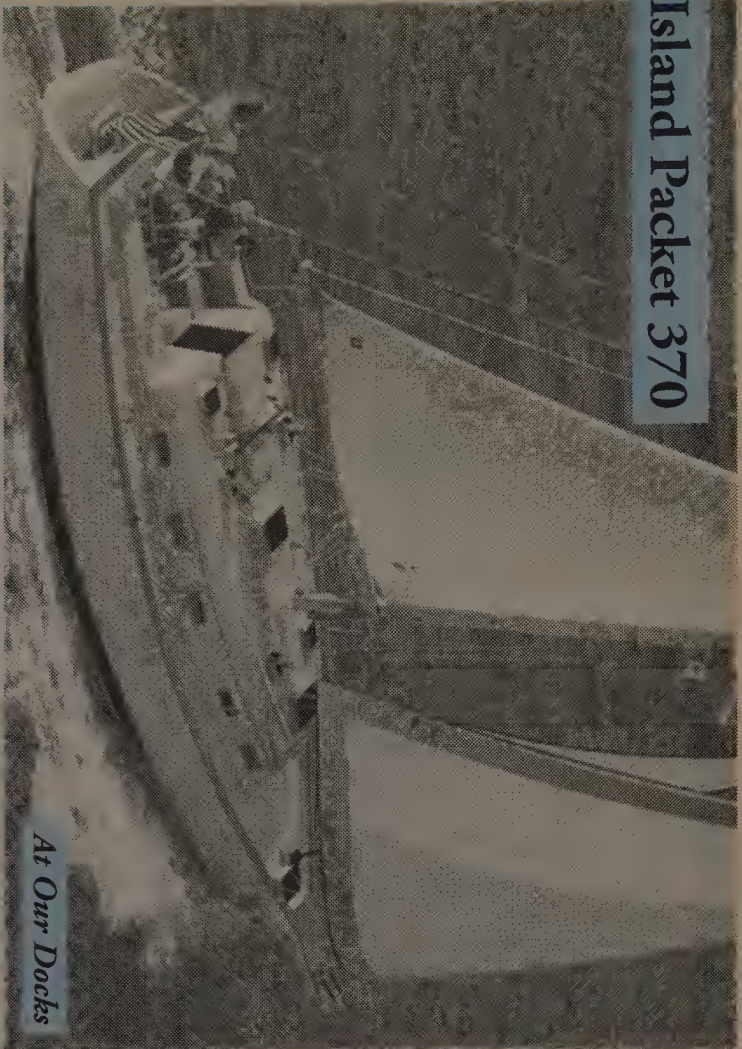
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Island Packet 370



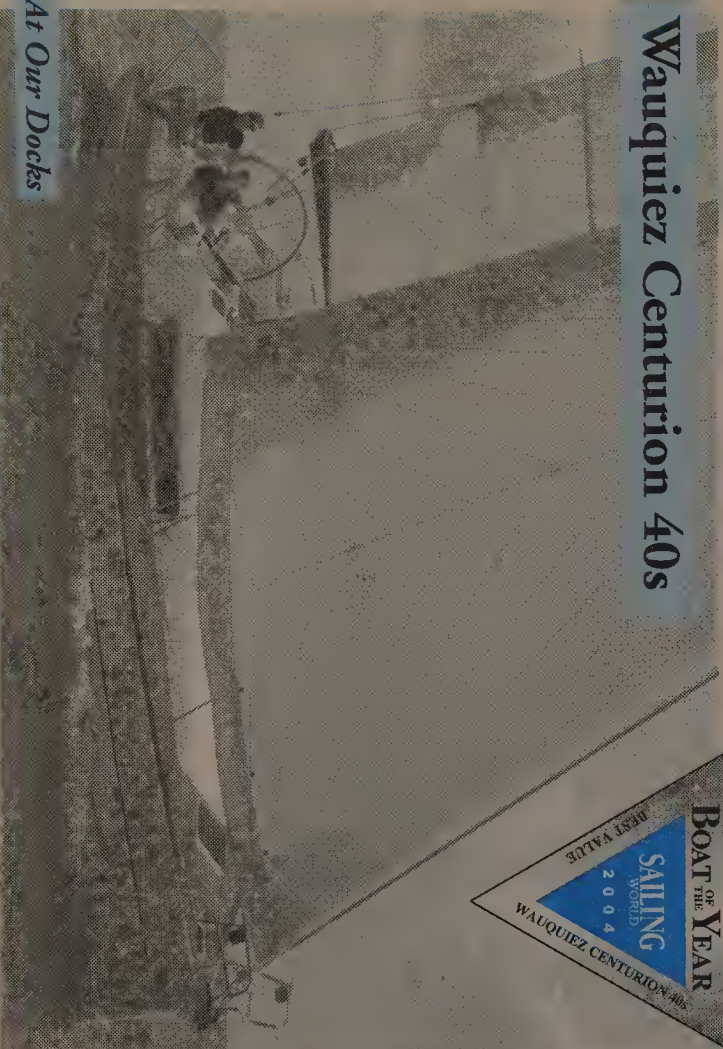
At Our Docks

In a Class by Itself

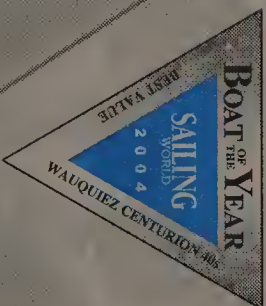
The Island Packet 370 is the result of 25 years of design evolution. It combines innovative and proven design philosophies with all the exemplary construction qualities that have made Island Packet yachts respected and admired around the world. Along with the superior seakeeping, safety, unrivaled comfort, and ease of use that have become foundations of the Island Packet concept, the 370 delivers a host of new features in a beautiful design that will again set benchmarks for the cruising sailor.



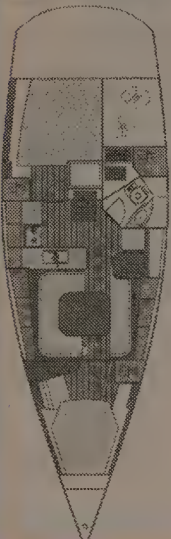
Wauquiez Centurion 40s



At Our Docks



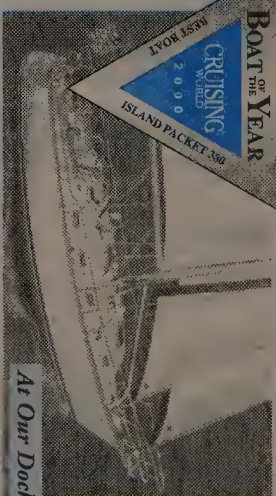
A proper yacht expresses a level of commitment by the builder that is rarely achieved. The Centurion 40s has the timeless elegance, remarkable performance, exceptional quality of construction, finish and detail that place it in the exclusive category of a 'Proper Yacht'. The brand new Centurion 40s beautifully expresses an incomparable personality that resulted in *Sailing World* magazine awarding it the Boat of the Year award as Best Cruiser/Racer. Built for those who take the fun of sailing seriously.



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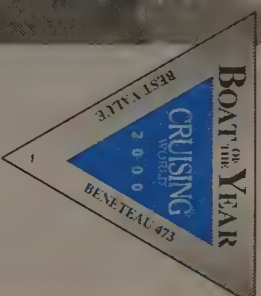
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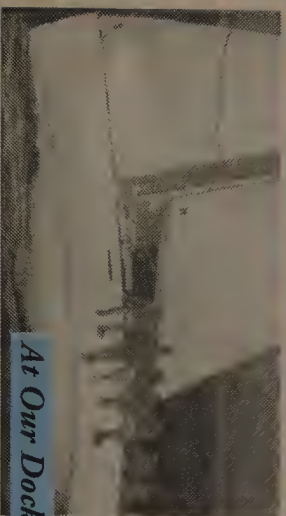
At Our Docks

Elegance & Performance; the Perfect Blend

The award-winning 473 is an amazing boat. She is from the design boards of Group Finot, famous for their Open 60 designs, favored by singlehanded around-the-world racers. The swift, well-balanced hull and easy-to-handle sail plan provide spirited but comfortable sailing in all conditions. The beautifully finished interior, a Beneteau trademark, provides a luxurious environment for extended onboard life or weekend entertaining. Add optional teak decks and a dark blue or green hull and you will have one of the most visually appealing boats afloat today. Best of all, the 473 is extremely well equipped and is the value leader in its market segment.



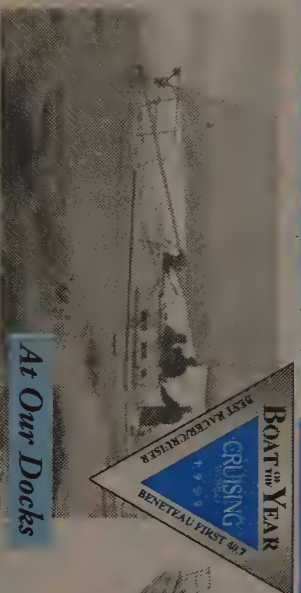
Beneteau 473



At Our Docks

Beneteau First 36.7

The rapidly expanding local and national fleets now total 150 boats. Wicked fast, well balanced and beautifully finished with a great interior, the 36.7 is the perfect one design racer that your entire family will enjoy cruising. As with all Beneteaus, the 36.7 is an exceptional value.



At Our Docks

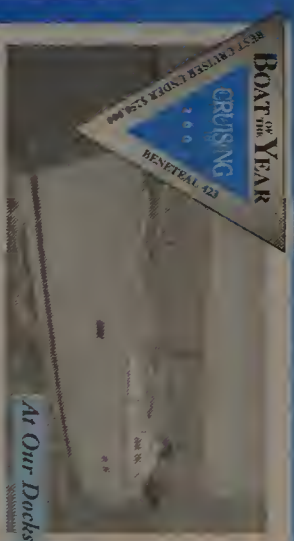
Beneteau First 40.7

History will look back on the First 40.7 as a breakthrough boat just as the Cal 40 was in her day. The 40.7 has won virtually every major regatta ocean race from Sydney-Hobart to Kenwood Cup and IMS World Championship. 17 boats in local fleet, one design program, 3 racing to Hawaii this summer.



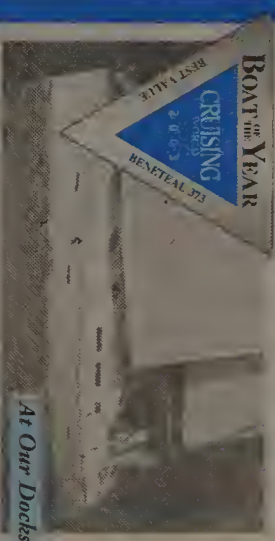
Beneteau First 44.7

The new 44.7 is an extension to the highly successful partnership between the Farr design office and Beneteau. The 44.7 has a perfectly executed deck layout for racing and a highly functional interior finished in the same gorgeous Pear wood joinery as the 40.7.



At Our Docks

Beneteau 423



At Our Docks

Beneteau 373



At Our Docks

Beneteau 331



At Our Docks

Beneteau 323



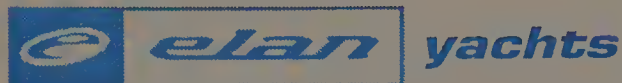
Beneteau 57



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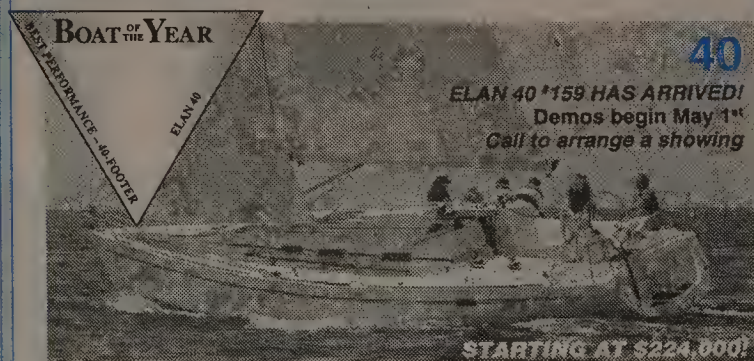
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Cover: *Mari-Cha IV*, headed for the Bay.

Photo: Latitude/Richard

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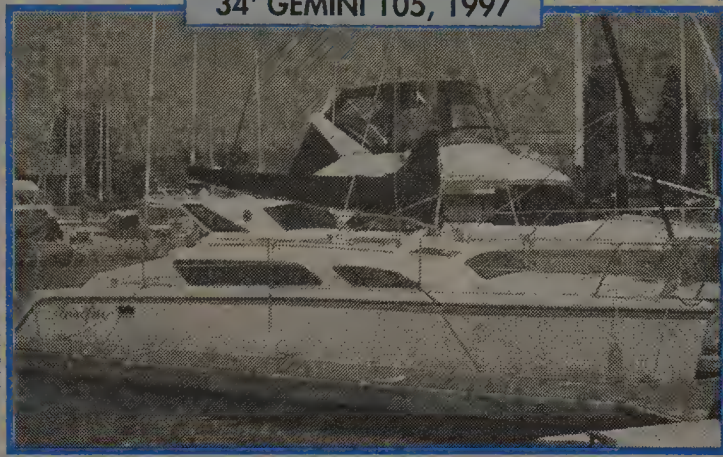
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus digital images (preferable) or color or black and white prints with identification of all boats, situations and people therein; and 3) be legible. These days, we prefer to receive both text and photos electronically, but if you send by mail, anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all electronic submissions to editorial@latitude38.com, and all snail mail submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address or see www.latitude38.com/writers.htm.

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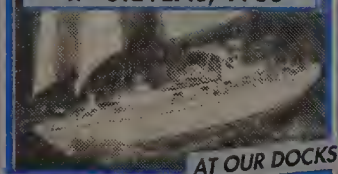
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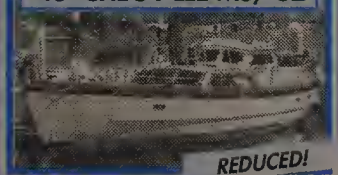
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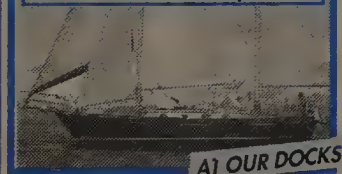
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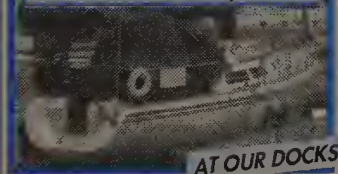
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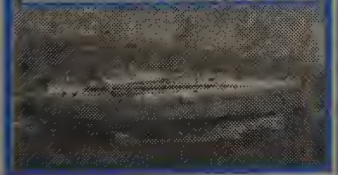
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CATALINA 30



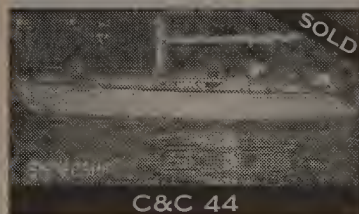
CATALINA 320



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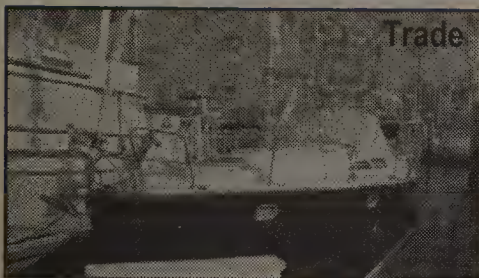
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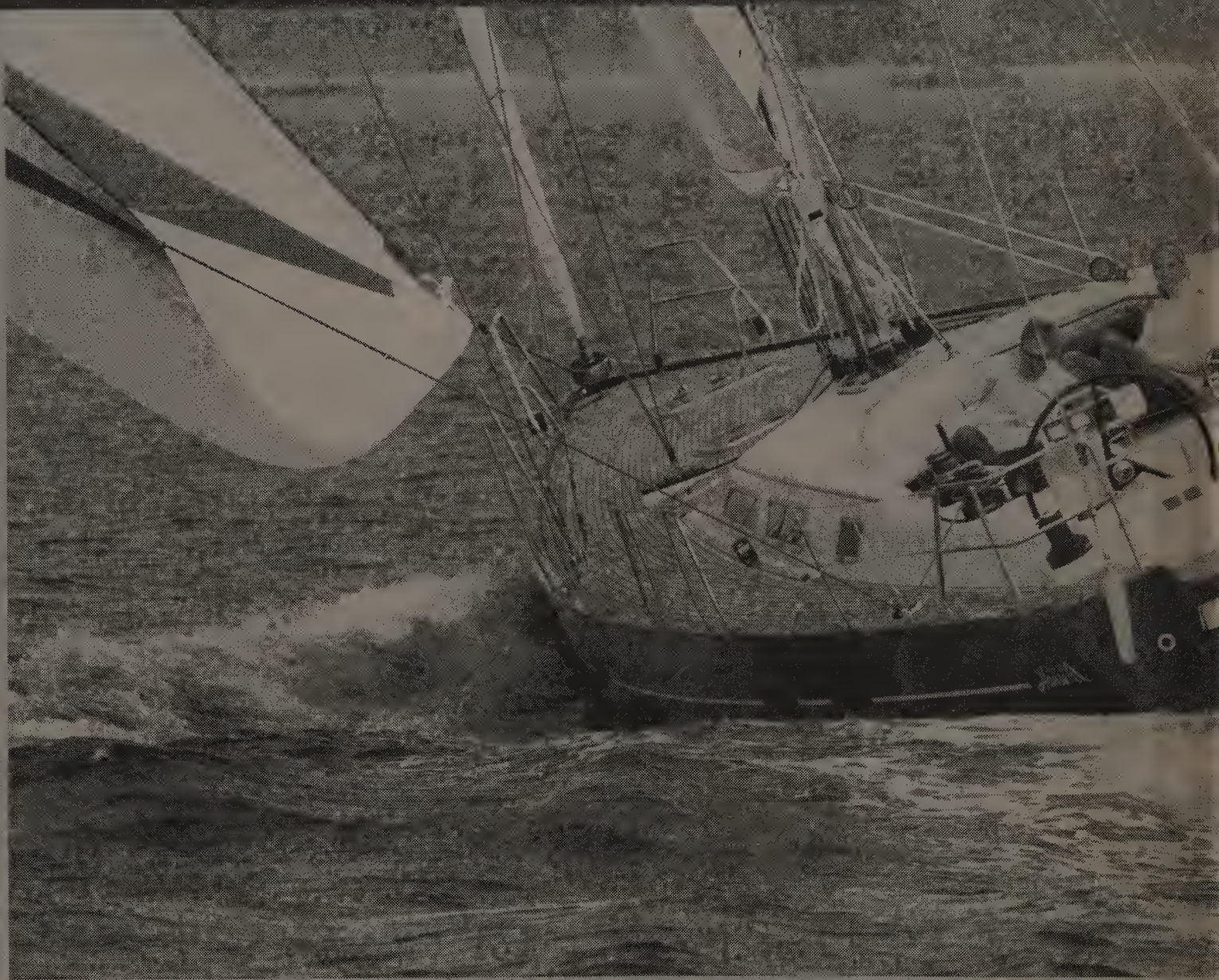
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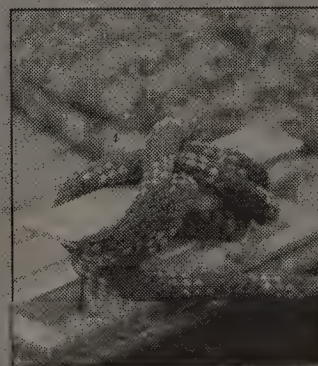
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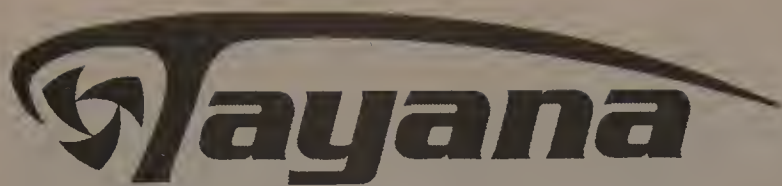
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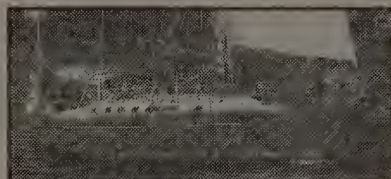
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2000 BENETEAU 411. Perfect condition! Low hours, full electronics, dodger/bimini, two-cabin layout, many extras. **\$179,500.**



1987 C&C 37+/40. Very clean, centerline queen, full shower. Race or cruise with the family. **\$124,500.**



1987 ERICSON 381. Great condition! Diesel, good inventory of electronics/sails. A must see! Great value at **\$86,000.**



1989 TAYANA 47 CENTER COCKPIT. Proven cruiser with all the toys. New engine and genset. **\$249,000.**

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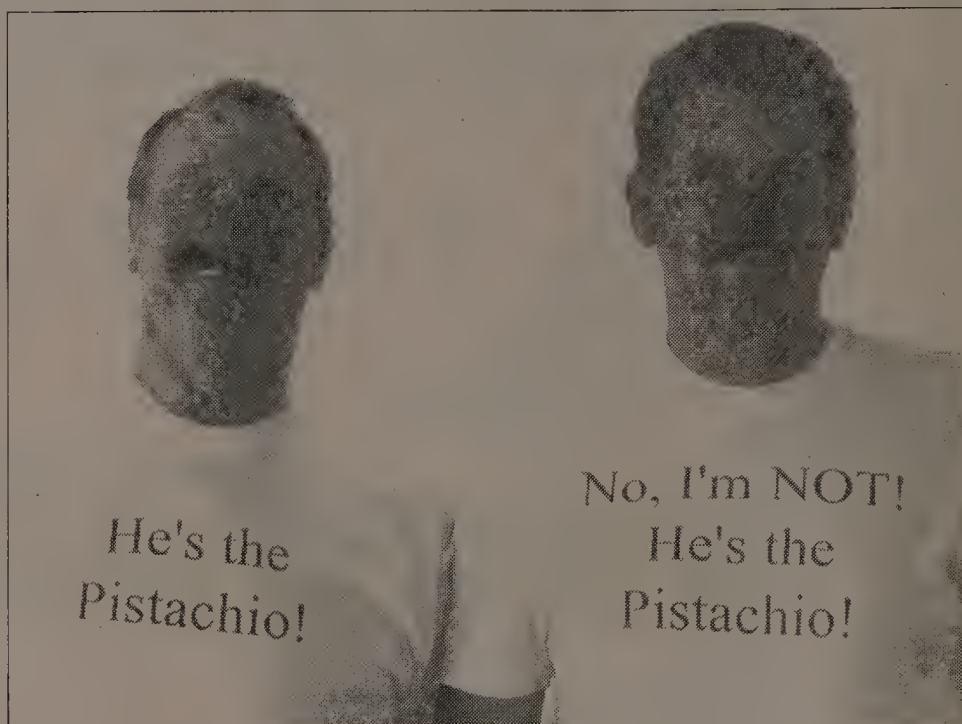
PT. RICHMOND, CA --

Some might not think of a boat yard as an entrepreneur's dream; however, it has been one for Ken Keefe and Paul Kaplan, both life-long sailors. In just eight short years their yard, KKMI has become known as THE place to take your boat. One reason for their success has been their *nutty* approach toward pricing the materials sold in their yard.

Having heard they were up to something *nutty* again, we contacted them and here is what they

had to say. "We're pulling the lid off the bottom paint prices," said Paul. "From day one, we've done everything we can to deliver our clients the best value possible. This commitment has brought us to make a special purchase on Trinidad PRO slime-resistant, antifouling, which we're going to sell for only \$119.00 gallon. That's an incredible deal! The national discount stores charge roughly 40% more and the other boat yard's prices, well, no comment."

"One of the benefits of running your own business is the latitude you have, no pun intended," said Ken. "Some might think we're nuts, but saving our customers money is that important to us." Ken did say this offer couldn't last forever as they do have a limited quantity of paint and this offer applies only to Trinidad Pro slime-resistant antifouling. So, even if KKMI is a bit nuts, one thing is for sure, now is a great time to squirrel away a huge savings!



What do they say; Denial is more than a river?

RONICLE

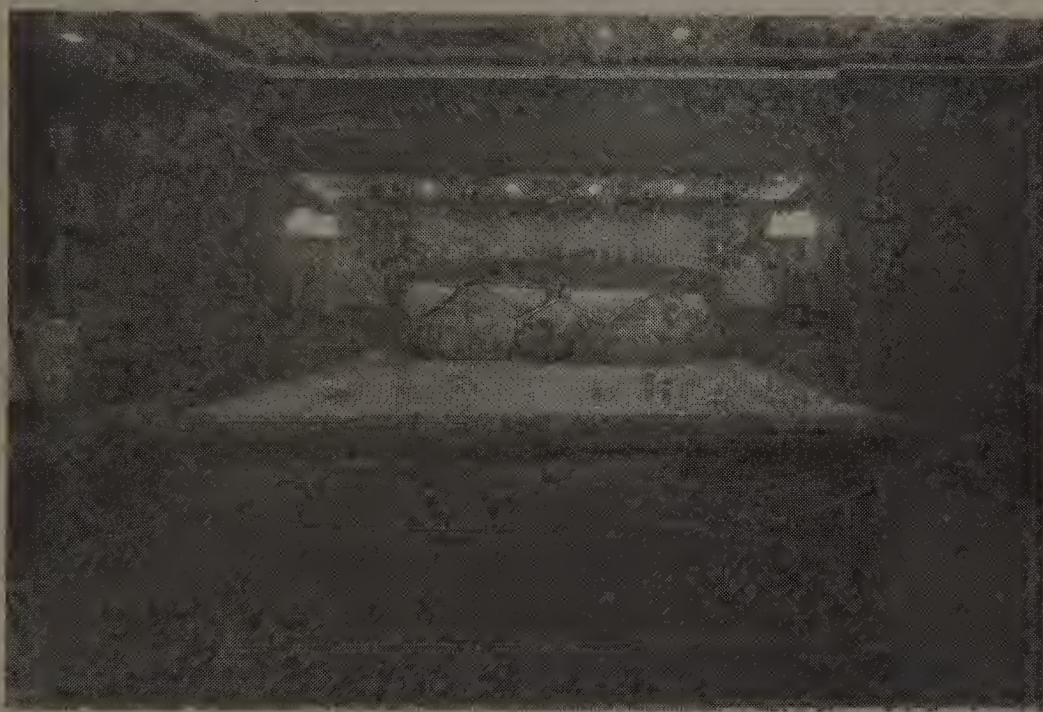
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Suite**

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Pictured above is the owner's stateroom of *Song of the sea*, a Swan 112, one of the most luxurious master suites afloat. How sweet it is. In what has been proclaimed by many "the most beautiful yacht Swan has ever built", she offers an unparalleled blend of comfort and performance. Crafted with utmost care and precision, her interior is truly a work of art. The meticulous blending of the owner's desires with a combination of exotic woods and imported stone, all within a strong and seaworthy yacht; it's a triumph all in itself. Besides being beautiful, she performs incredibly. She will do 10 to 12 knots in the slightest of breeze.

Song of the Sea has been cruising in Scandinavia, the British Isles, the Mediterranean, and the Caribbean. The yacht is now on the West Coast. Those interested in boarding this masterpiece should contact Ken Keefe for an appointment at (510) 235-5564. For more pictures of this yacht, please visit www.swanwest.com.

HERB CRANE

Monday's Moorings

LAUNCHINGS: The building of a large custom yacht is a long and demanding process. every detail must be considered, discussed and then reviewed again. It is without a doubt...a team effort. the builder's craftsmen, engineers, designers, and yes...even a yacht broker is essential to this team. The building of your dream can be an incredibly rewarding experience. In fact, not long ago a KKMI client was so moved by the beauty and satisfaction of building their dream that when the yacht was launched...the owner was in tears. Over the years KKMI has been intimately involved in building numerous custom yachts, both sail and power. Taking the correct steps toward realizing your dream is as important as the actual building of the yacht itself. Skipping a step in the construction of your yacht would be inconceivable...why then skip a step in the planning? Spend a few minutes with the Team at KKMI. Tell us about your dream and we'll show you how to make it reality. Who knows...you too may have tears in your eyes someday...soon.

★ ★ ★

CIMA LATER ALLIGATOR: With the ever-increasing costs of building a new boat and the strong EURO...refitting a high quality yacht makes a great deal of sense. Take for example the recent refit of *Cima*, a Swan 43 designed by Sparkman and Stephens built in 1969. As she was being rolled out of the shed after her winter at the KKMI "spa", she was easily mistaken for a brand new yacht. Visit KKMI.COM and look at the refit pictures...the transformation is compelling.

★ ★ ★

SLOOP DU JOUR: Or Ketch...as the case may be. Question: How do you know when your sailboat is small? Answer: When the mizzen mast on the boat moored next to you towers over your main mast! OK, so...even if you own a Andrews 72? Or how about a Swan 82 or a...Nelson Marek 92? Surely the mast on the Swan 112 must be taller NO. Yikes, talk about mast envy. If you happen to drive by KKMI you'll see a forest of masts...some tall and others...practically touching the sun. The boat with the nearly identical black masts...147' in the air belong to *Mari Cha IV*. Take a peek...it's all very impressive.

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An Almar Marina



Ballena Isle Marina offers a resort-like setting just minutes from San Francisco and Oakland. Come and take a stroll through acres of tree-lined waterfront. Order room service to your boat from the area's newest restaurant, The Island Light House. Enjoy a game of tennis or browse through the newest boats available. A yacht club and picnic area are also within this beautiful marina.

Ballena Isle Marina is ideally situated to provide easy access to the Bay without a long taxi from your berth. In addition, our Alameda location offers a calm, sunny climate that few Bay Area marinas can offer. Other amenities include 24-hour fuel, yacht brokers, propane, security, dry storage and reciprocal privileges with all of Almar's California marinas. Don't let this opportunity slip away.

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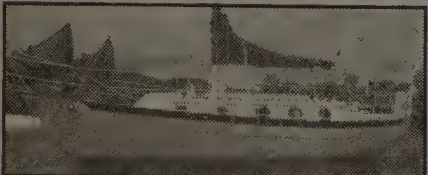
San Francisco's Yacht Broker Since 1969



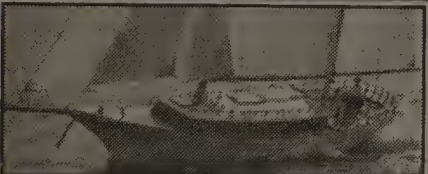
25' COM-PAC \$39,000



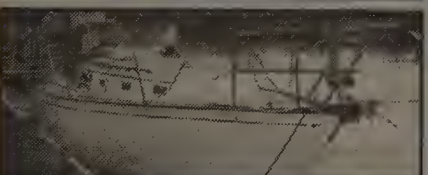
31' TARGA 9.6 \$44,500



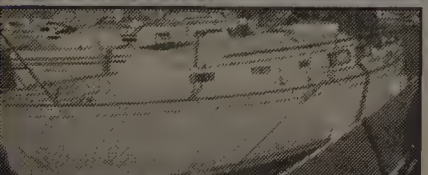
31' PACIFIC SEACRAFT \$88,000



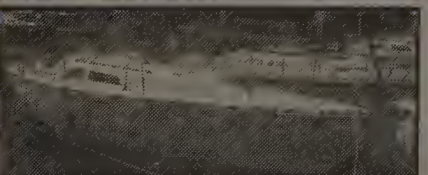
33' CHEOY LEE CLIPPER \$46,500



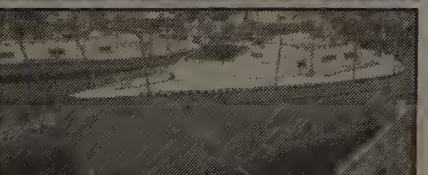
34' SABRE Mk I \$49,000



34' SABRE Mk I \$54,900



34' C&C \$39,500



36' NEW YORK \$38,750



36' CAPE DORY \$94,500



40' FARR \$220,000



42' PASSPORT \$164,900



42' BALTIC \$189,000



43' J/130 \$215,000



44' NORDIC \$145,000



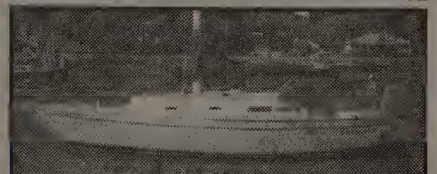
36' SABRELINE \$229,000



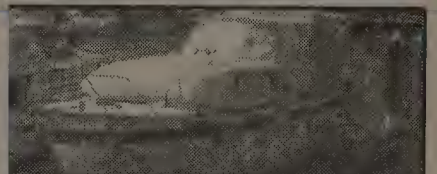
37' IRWIN \$49,900



38' DOWNEAST \$59,500



39' CAL \$76,900



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36' C&C 110, 2001

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GREAT VALUE!

Catalina 36, 2001

Well equipped, as new condition, opportunity for immediate delivery. **\$125,000.**



37' C&C, 1985

Rare twin stateroom layout. C&C quality. **\$74,500.**



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30' Custom Schumacher, 1990
Successful, competitive, affordable, great boat. **\$34,000.**



30' Islander Bahama, 1982 Popular family boat for cruising or club racing. Diesel engine, lots of sails. **\$23,000.**



32' Hunter 320, 2001

Twin stateroom. Practically new. Great value at **\$79,950.**



Beneteau 40 CC, 2001

Like new, well equipped. Asking **\$198,000.**



C&C 33 Mk II, 1988

Great condition, great family boat, club racer/cruiser. Asking **\$54,900.**



40' Northstar, '74 Ctr cockpit. Completely equipped & ready to go. Great cond. **\$85,000.**

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Swan 82RS (2001). Fast, beautiful, breathtaking interior, easy to sail, carbon rig and furling boom, captive winches, A/C, extraordinary boat. ***



Swan 112 (2002). Without a doubt this is the most spectacular yacht ever built by Swan. Dark blue hull, elegant interior, carbon rig, captive winches. ***



Andrews 72 (1998). Completed in 2000, this fast cruiser has a gorgeous maple interior. Very clean, easy to sail, large aft stateroom. Asking **\$1,100,000**



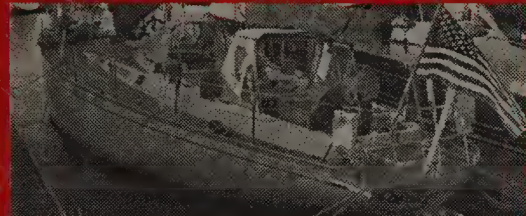
Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, electric main halyard, watermaker, great sails. **\$490,000/offer!**



TransPac 52 (2001). *Flash*, ex-*J Bird III*, is ready to rocket! Fully race ready for the serious offshore racer, she is in turn key condition. Asking **\$750,000**



Swan 441 (1980) A Ron Holland designed Swan in beautiful condition. New teak decks, like new interior, special custom cabinetry. **\$175,000**



Swan 65 (1976). Recently completed world cruise and ready to go again! Great teak decks, many upgrades on this classic Swan ketch. **\$495,000**



Baltic 43 (1987). This beautiful yacht is full cruise ready with watermaker, liferaft, autopilot. A great interior layout, leather upholstery. Asking **\$275,000**



Santa Cruz 50 One of the most famous (and fastest) SC 50s is for sale! Incredible sail inventory, great equipment, excellent race record. Only **\$225,000**



Baltic 42 (1981) This Doug Peterson racer/cruiser has all new rod rigging. Nav instruments include radar, SSB and GPS chart system. Asking **\$165,000**



Swan 44 (1974). A Sparkman & Stephens classic beauty. Recently returned from a South Pacific romp and ready to go again. Asking **\$149,500**



Swan 651 (1987). This gorgeous dark blue Swan has a full complement of hydraulic winches, tons of sails, watermaker, teak decks. Asking **\$875,000**



Swan 59 (1988) Perfectly restored, new teak decks, new engine, electronics, more. Perfect interior, full hydraulic winch, AC, scheel keel. Asking **\$875,000.**



J/44 (1990) One-owner boat in excellent condition. Beautiful dark blue hull. Very well equipped for racing and cruising, great sail inventory. Asking **\$259,000.**



Crescent 96 (1998) An excellent example of one of the Pacific NW finest builders. Now just finishing a major refit, this yacht looks as good as new. ***



Burger 72' Pilothouse Motor Yacht (1964) This lovely aluminum vessel has recently had both diesels rebuilt. USCG-certified 62 passengers. **\$695,000**



Elizabeth Muir 48 Schooner. An intricate jewel box of a yacht handcrafted by legends. Exquisite in every detail, she is a sailing work of art. Launched '91.

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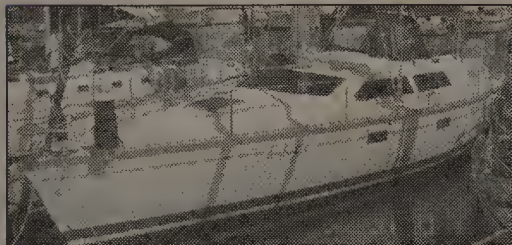
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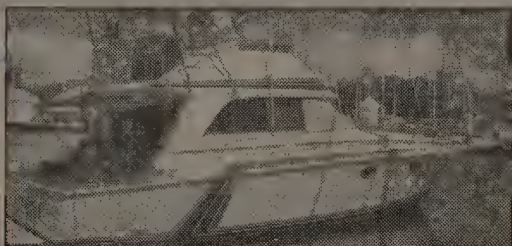
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42' Hunter Passage
Two to choose from.



50' Marine Trader, 1982
\$297,000



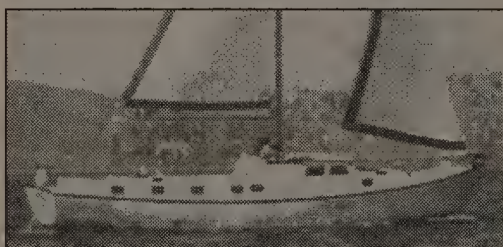
43' Bertram/Trojan 13-Meter Sedan Sportfisher,
1986 - \$195,000

SZ	BRAND/MODEL	YEAR	PRICE	LOC
63'	Dynamique Elite 64 Cutter	83	350,000	PV
50'	Force Venice Cutter/Ketch	87	275,000	PV
50'	Lagier Motorsailer	84	65,000	SC
50'	Marine Trader	82	297,000	PV
50'	Gulfstar Mk II Ketch	77	102,000	SC
49'	Albin Tri cabin trawler	81	229,500	SC
48'	De Dood Yawl (reduce)	61	149,000	PV
46'	Moody Center Ckpt Sloop	01	510,000	PV
46'	Hatteras Conv Sportfisher	77	250,000	PV
45'	Hardin CC Ketch	82	125,000	SC
45'	Hardin CC Ketch	80	149,000	PV
45'	Rhodes Custom Steel Cutter	78	119,000	PV
45'	Columbia Sloop	72	79,000	PV
44'	Hylas Cutter Sloop	86	205,000	PV
44'	Trojan Motoryacht	79	149,000	SC
44'	Peterson CC	78	115,000	SC
44'	Eureka/Fairhaven Gaff Rigged	61	35,000	SC
43'	Trojan 13 Meter Sedan Sprt	86	195,000	SC
43'	Spindrift Pilothouse Cutter	81	139,000	MZ
42'	Pahi Capt. Cook Catamaran	00	60,000	SC
42'	Regal Commander 402	96	149,900	PV
42'	Hunter Passage Sloop	95	249,000	PV
42'	Catalina Sloop	93	149,000	PV
42'	Hunter Passage Sloop	93	149,500	PV
42'	Grank Banks Europa	80	245,000	SF
42'	Westsail Cutter Yawl	79	119,500	PV
42'	Cascade Ketch	65	47,500	SC
41'	President Sundeck Trawler	87	149,900	PV
41'	Yorktown CC Cutter/sloop	83	69,999	PV
41'	Custom Steel Cutter/sloop	62	35,000	SC
41'	CHB Sedan	81	TBA	MZ
41'	Morgan Out Island Ketch	78	78,500	SC
41'	Islander Freeport Ketch	77	79,500	MZ
41'	Yankee Clipper Ketch	74	84,900	MZ

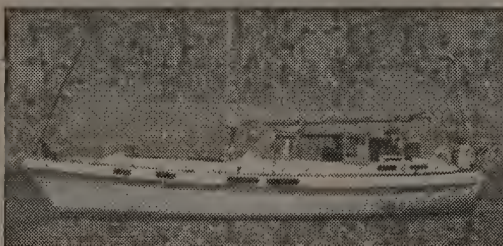
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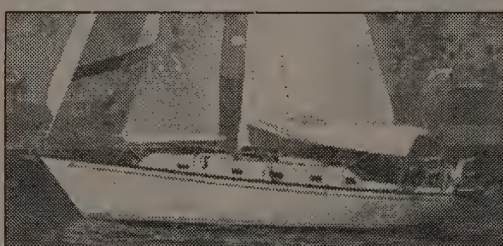
SAN CARLOS Charlie Bloomer & Marisa Velasco
ph: 011 52 (622) 226-0044
email: Sancarlosyachts@aol.com



50' Lagier Motorsailer, 1974
\$65,000

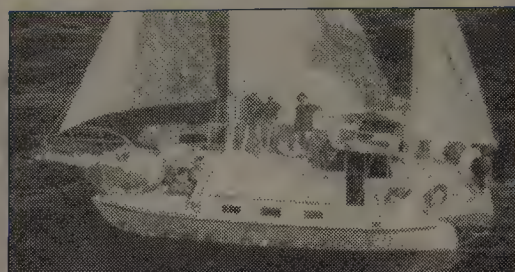


41' & 33' Morgan O/I
3 to choose from.



37' Hunter Marine, 1980
\$39,900

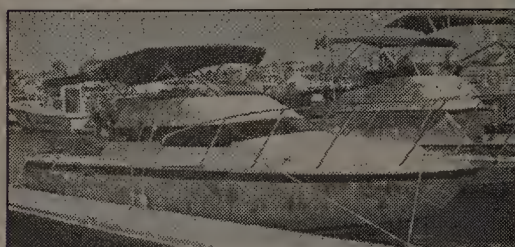
41'	Lauren Williams Trimaran	72	79,000	MZ
40'	Passport Sloop, reduced	87	159,000	PV
40'	Bayfield Ketch	83	99,950	SC
40'	Ta Shing Panda Cutter	83	195,000	PV
39'	Ta Shing Bluewater Vagabo	84	88,000	PV
38'	Chris Craft 381 Catalina	88	89,500	PV
38'	Freedom Sloop	88	119,000	SC
38'	Pearson 385 CC Sloop	84	84,500	SC
38'	Hans Christian Mk II	80	110,000	PV
38'	Bertram Sportfisher	76	195,000	SC
38'	C&C Mk II	76	38,000	MZ
38'	Yankee Sloop	73	59,000	PV
37'	Pearson Wing Keel Sloop	89	79,900	PV
37'	Irwin Mk II (deal pending)	80	42,000	PV
37'	Hunter Marine	80	39,900	SC
36'	Beneteau First 36s7	96	92,000	PV
36'	Cheoy Lee Pedrick	86	59,500	SC
36'	Schock New York	81	36,000	PV
36'	Islander Freeport (deal pending)	79	59,950	SC



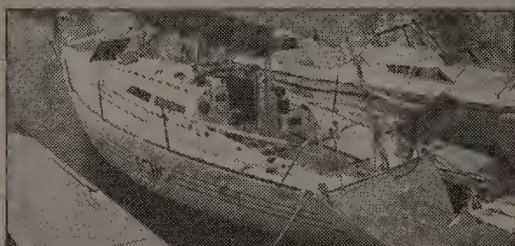
42' Pahi Capt. Cook Catamaran, 2000
41' Lauren Williams Trimaran, 1986
35' Piver Trimaran, 1980
35' Flica Tri w/twin engines, 1986
25' Glacier Bay power catamaran, 1997



42' Regal Commander 402, 1996
\$149,900



28' Skipjack Flybridge Sportfisher & trailer, 1991
\$45,000



34' Wylie Sloop, 1979
\$34,000

36'	Swallowcraft Scylla CC	79	74,900	MZ
36'	Islander Sloop	74	19,900	PV
36'	Columbia Sloop	69	22,500	MZ
35'	Sea Ray Sundancer	87	49,900	PV
35'	Flica Catamaran twin engine	86	130,000	PV
35'	Piver Catamaran	70	38,000	MZ
34'	Formosa Hans Christian	80	63,000	PV
34'	Wylie Sloop	89	34,000	PV
34'	Robert Custom Steel Ctr	71	64,900	SC
33'	Wauquiez Gladiateur Sloop	82	59,900	SC
33'	Morgan O/I	77	29,900	MZ
32'	Swain Steel Pilothouse	91	48,000	SC
32'	Topaz Express Sportfisher	90	160,000	SC
32'	Columbia 9.6 Sloop	76	19,900	MZ
30'	Penn Yan Sportfisher	80	39,500	PV
30'	Sovereil Sloop + trlr	74	32,500	SC
29'	Bayfield Sloop	81	39,000	PV
29'	Ericson Sloop + trlr	77	15,500	SC
29'	Ranger Sloop (deal pending)	72	19,000	PV
28'	Skipjack Sportfish + trlr	91	45,000	SC
28'	Dufour Sloop	84	15,000	PV
28'	Bertram Flybridge	72	89,900	SC
27'	Lancer Power Sailer + trlr	83	10,000	SC
27'	Balboa Custom Slp + trlr	78	10,000	MZ
27'	Morgan Sloop	74	12,000	MZ
25'	Nordic Scandia High Perform	98	45,995	SC
25'	Glacier Bay Power Cat	97	40,000	PV
24'	Bayliner Ciesta Sd Sportfish	89	13,900	SC
24'	Sea Ray Sedan bridge	77	14,000	PV
24'	Yankee Dolphin	72	10,000	SC
24'	Catalina Sloop	83	5,950	SC

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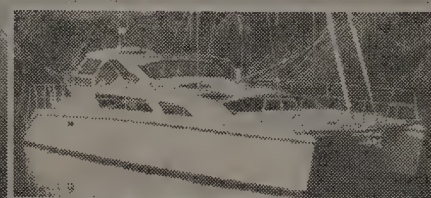
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62' BREWER CUSTOM PH KETCH, '98/'01.
240-T Cat diesel, 9 sails, hydraulic winches,
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44' PETERSON CUTTER, 1977. Race or cruise,
excellent physical condition and maintenance.
Hull painted with LP. \$129,000.



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44' MASON CUTTER, '88. Yanmar dsl, Max prop,
B&G inst., watermaker, Technautic refrig., in-
verter, full batten main, Harken furling. \$225,000.



42' BENETEAU FIRST 42s7, 1994
Farr hull, Euro interior, original owner, 8 sails,
fold-out swim step. \$169,000.



48' CHOATE-PETERSON Fractional Sloop, 1986
Fast cruiser finished by an experienced owner.
May be viewed in Mexico. \$159,000.



43' HANS CHRISTIAN, '80. Recent refit, new
standing rigging, wiring, shower tile, counter-
tops, canvas, main, +++. Reduced to \$155,000.



50' BENETEAU CUSTOM, '95. Extensive refurb
2002/03. 4 cabin layout, 4 heads w/showers,
electronics '03, new sails. \$235,000.

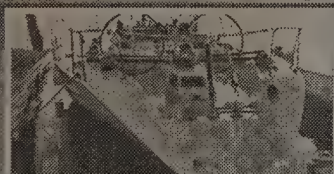


43' HANS CHRISTIAN CUTTER, 1986. Telstar
keel, NEW sails, running rigging, canvas,
in-mast wiring and Monitor vane. \$189,000.

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38' ENDEAVOUR, '85. Well equipped cruiser,
new canvas/upholstery. Aft cabin w/centerline
berth. 44 hp Yanmar rebuilt 3/04. \$89,500.



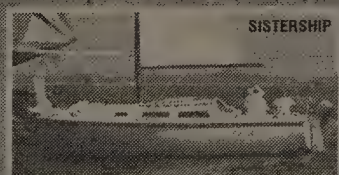
50' FRERS, '87. Huge sail inv. New rudder & deep
keel updated to IMS '89. New Sparcraft mast '89.
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33' HANS CHRISTIAN CUTTERS, '84, '85
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41' C&C SLOOP, 1984
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25' CATALINA 250 SLOOP, '01 Wing keel,
furling gennoa, O/B, permanent head & holding
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37' ISLAND PACKET CUTTER, 1995
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41' CT KETCH, 1979. New epoxy bottom,
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41' MORGAN OUT ISLAND SLOOP, 1974. '99
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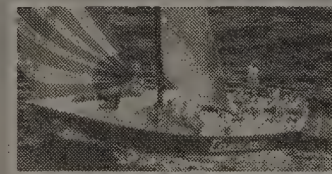
48' SUTTON STEEL MOTORSAILER, 1962
Current ultrasound available.
New engine. \$109,000.



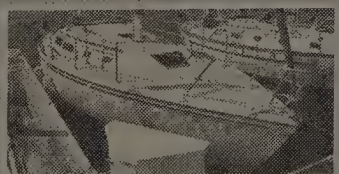
42' BENETEAU 432 SLP, '88. Perkins 4108, UK
furling gennoa, dodger & bimini w/full mesh en-
closure, radar on transom mast, more. \$110,000.



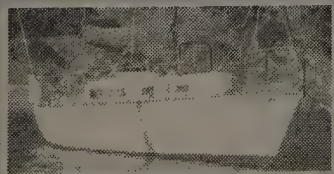
45' HUNTER PASSAGESLOOP, '97/'98. Equipped
for long range cruising. 76hp Yanmar. Large
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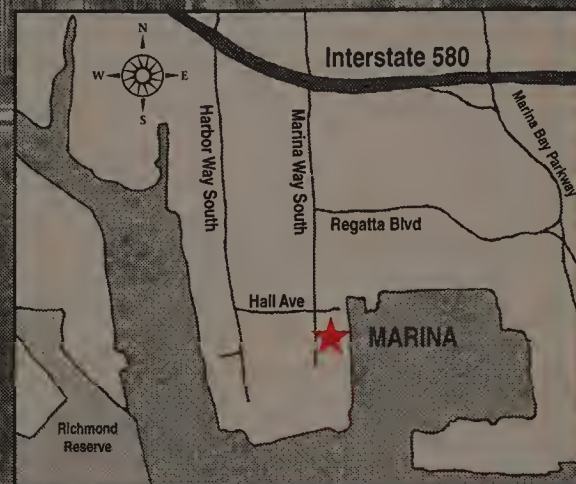
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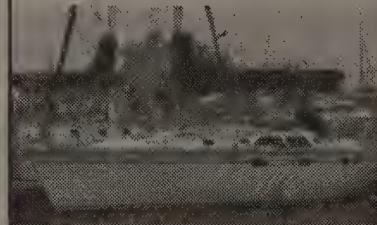


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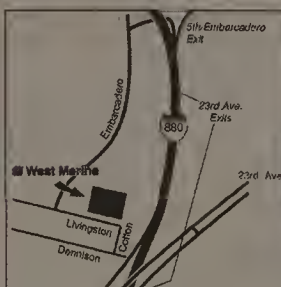
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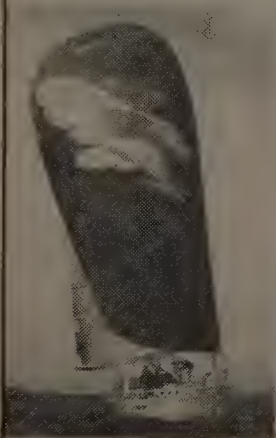


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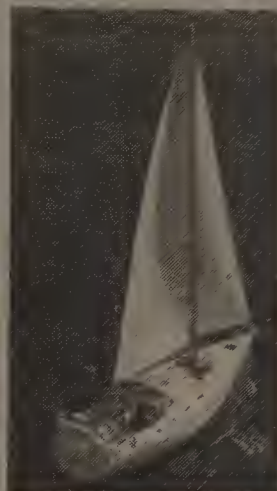


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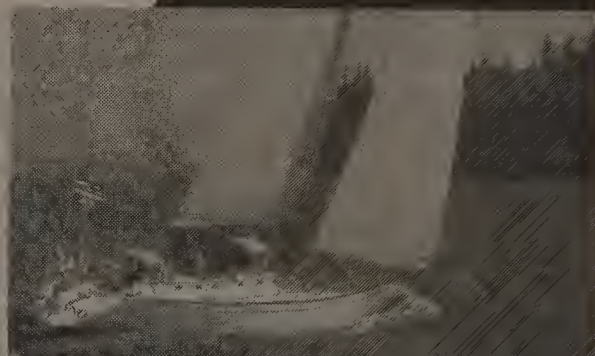


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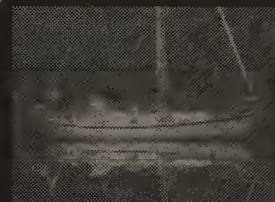
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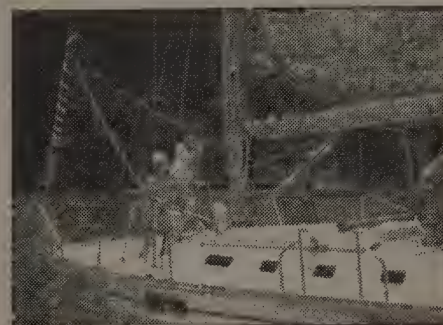
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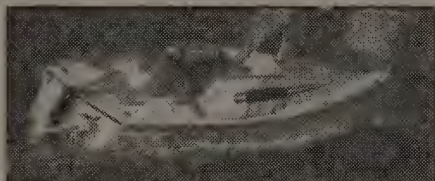
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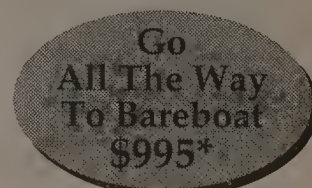
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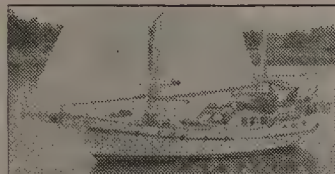
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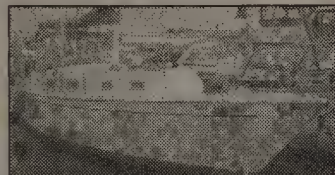
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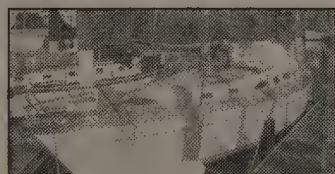
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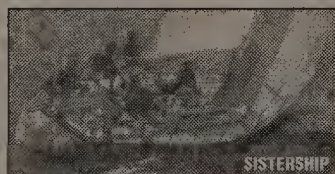


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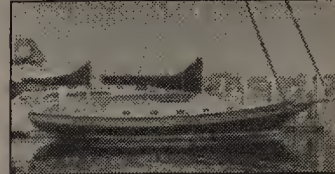
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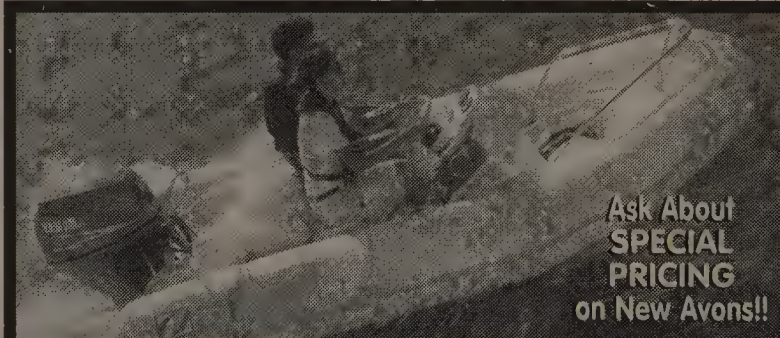
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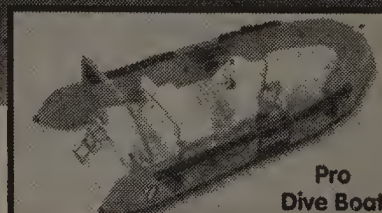
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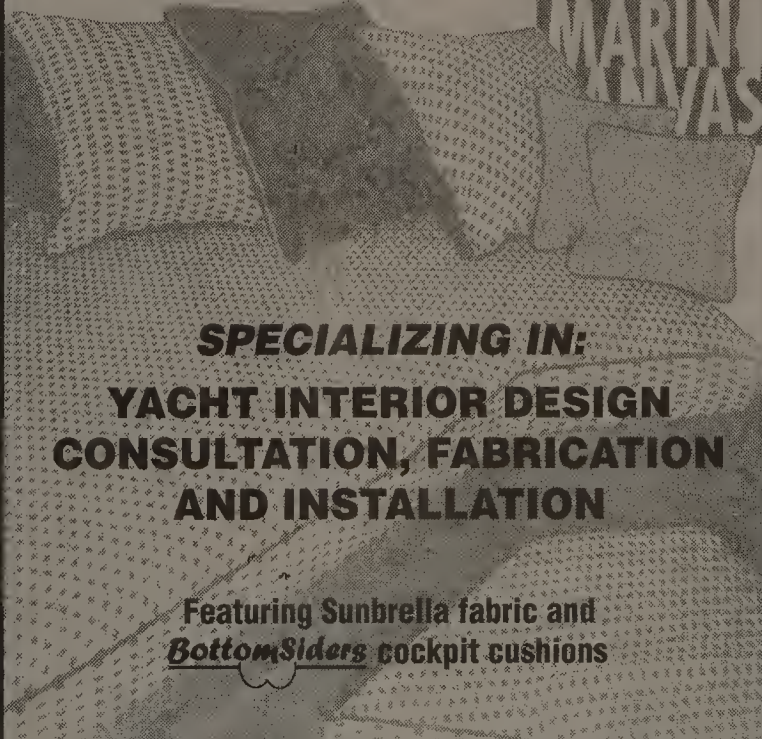


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There is no phone number for the Baja Ha-Ha. And please don't phone Latitude 38 with questions, as the Ha-Ha is a completely separate operation.

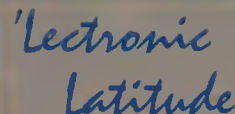
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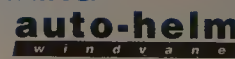


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CALENDAR

Nonrace

May 29-31 — Islander 36 Class Cruise to Petaluma. Harry Farrell, 331-7631.

May 30 — Brisbane Marina Flea Market and BBQ, 8 a.m. to 3 p.m. Info, (650) 583-6975.

May 31 — Observe Memorial Day.

June 2 — Full moon on a Wednesday night.

June 2 — "Sleep Management," the eighth and final SSS TransPac seminar. Oakland YC, 7:30 p.m., free. Info, www.sfbaysss.org.

June 5 — Nautical Flea Market at the Santa Cruz West Marine store, beginning at 6 a.m. Info, (831) 476-1800.

June 7 — John Kostecki is 40!

June 10 — Single Sailors Association monthly meeting, with guest speaker Nancy Hird discussing "Alameda's Shoreline and Waterfront History." Ballena Bay YC; 6:30-9 p.m.; free. Info, www.sail-ssa.org.

June 10 — Corinthian YC Speaker Series presents Bay Area sailing icon Hank Easom, who will show slides and discuss the history of sailing on San Francisco Bay. \$10 at the door, 7 p.m., optional dinner at 6 p.m. Info, 435-4771 or www.cyc.org.

June 11 — Migael Scherer, author of *Back Under Sail* will present a slide show about the Around Admiralty Island Race in Alaska. West Marine Books & Charts (Sausalito), 6-8 p.m., free. Info, 332-1320.

June 11 — "Sail Selection and Care," a free seminar by Jocelyn Nash of Quantum Sails at the Richmond West Marine, 7-9 p.m. Info, (510) 965-9922.

June 12-13 — Islander 36 Class Cruise to Angel Island. Debby Cohn, 435-3923.

June 15 — S.F. Bay Oceanic Crew Group monthly meeting, featuring Jennifer Stock of the Cordell Bank Sanctuary speaking on "An Introduction to Marine Sanctuaries." Fort Mason Center, Room C-210, 7 p.m., free. Info, 456-0221.

June 15 — Hank Easom is 70!

June 19 — Sequoia YC Annual Swap Meet, 8 a.m. to noon. Karrie Allen, (650) 207-9440.

June 19-20 — Fourth Annual Summer Sailstice, founded by Latitude salesman John Arndt. Info, www.summersailstice.com.

June 20 — Do something fun with Dad on Father's Day.

June 21 — Summer Solstice, the official start of summer.

June 26 — Ballena Isle Marina Nautical Swap Meet, 8 a.m. to noon. Info, (510) 523-5528.

June 27 — Master Mariners' Wooden Boat Show at Corinthian YC. Info, 364-1656 or www.mastermariners.org.

July 4 — Celebrate your independence.

July 4 — Coyote Point YC celebrates its Diamond Jubilee, beginning at 10 a.m. Dinghy races, BBQ, live music, model boat racing, fun and games. Dick Sponholz, (650) 340-0210.

Racing

May 28 — SFYC/MPYC Spinnaker Cup. Noon start off Knox, finishing 88 miles later in Monterey. SFYC, 789-5647 or www.sfyf.org.

May 29 — Master Mariners Annual Regatta, followed by a party at the Encinal YC. Info, www.mastermariners.org.

May 29-30 — Memorial Weekend Regatta & Frank Stone Cup. One design racing for J/120s and Melges 24s, along with several PHRF handicap divisions. Boats with valid IRC certificates will be dual-scored, but just for the sake of comparison. StFYC, 563-6363.

May 29-30 — 40th Whiskeytown Regatta. See www.whiskeytownsailing.org.

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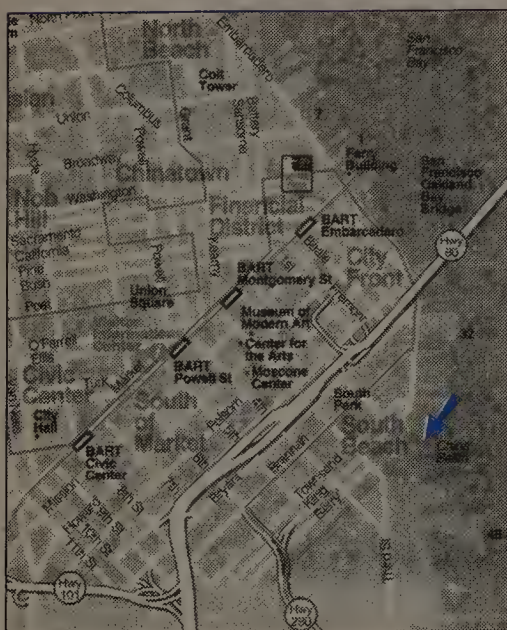
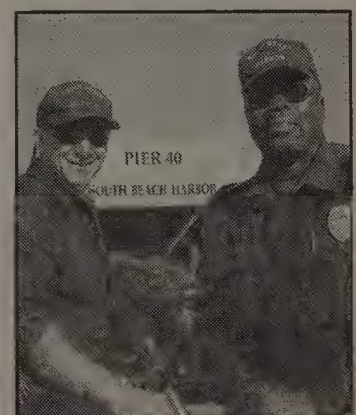
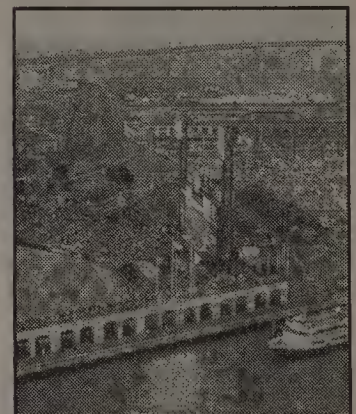
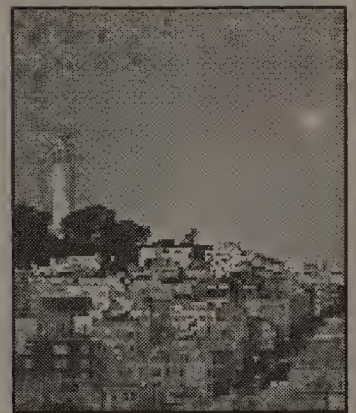
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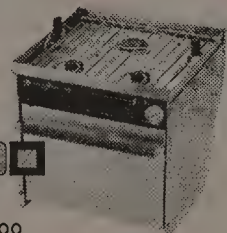


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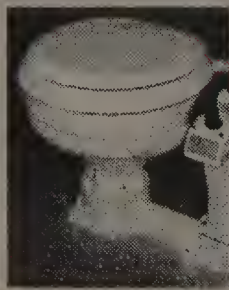
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CALENDAR

May 29-31 — 61st Swiftsure Race, the big one for north-west sailors. This year the race is dedicated to the memory of marine photographer Kelly O'Neil Henson. Royal Victoria YC, (250) 592-9098, or www.swiftsure.org.

June 5 — Delta Ditch Run, a delightful 67.5-mile river run from Richmond to Stockton. RYC, (510) 237-2821.

June 5-6 — San Francisco Cup in J/105s: defender San Francisco YC (Aquavit, Tim Russell) vs. St. Francis YC (Good Timin', Chris Perkins). SFYC, 789-5647.

June 5-6 — Go For The Gold Regatta on Scott's Flat Lake (outside Nevada City). Gold Country YC, (530)-273-7819.

June 5-6 — Cal Race Week(end) Regatta in Marina del Rey. California YC, (310) 823-4567.

June 5-9 — IMCO Nationals. StFYC, 563-6363.

June 6-12 — BoatU.S. ISAF Women's Match Racing World Championship in Annapolis. Sixteen teams, including Liz Baylis and her San Francisco Women's Match Racing Team, will compete in J/22s. Info, www.santamariacup.org.

June 7-10, 1984 — It Was Twenty Years Ago Today, from an article titled simply *Long Beach Race Week*:

The formal name is Long Beach Race Week, but had it not been for Alan Andrews and Dennis Conner, they might just as well have called it Nelson/Marek Race Week. Boats from the two Bruces' San Diego design firm won four of the five classes they entered, and only lost the fifth by a quarter of a point after Brooke Ann started one race prematurely. As if that weren't enough, Bruce Nelson drove the winning boat, *Eclipse*, in Class B.

As great as the success of the Nelson/Marek team was, they could not completely overshadow the performances of two other Southern Californians, Alan Andrews and Dennis Conner. Andrews, a 29-year-old designer from Long Beach who is finally getting his shot at the limelight, had only one boat entered, but it did well. *Impact* not only won every race in Class D, but had finished 1-2-1 in the 47-boat fleet in the first three races.

As for Conner — the U.S. Defender in the last America's Cup — he drove *Reliance*, the Nelson/Marek 41 he owns with boatbuilder Kerry Geraghty, to victory in Class C, probably the toughest of the five divisions at Long Beach. In the process Conner narrowly edged *Impact* for overall fleet honors.

Begun five years ago by the Long Beach YC as Southern California's answer to the St. Francis Big Boat Series, Long Beach Race Week featured four races held outside the Los Angeles Breakwater between June 7 and 10. As is the case each year, a group of Northern California IOR boats made the trek down. This time there were six boats: *Swiftsure*, Sy Kleinman's Frers 58; *Annabelle Lee*, the Peterson 48 Lee Wolf purchased the week before the series from Bill Clute; *Bravura*, Irv Loube's Frers 46; *Scarlett O'Hara*, Monroe Wingate's Serendipity 43; and *Confrontation*, David Fladlien's Davidson 45. Unlike previous years, no Northern California boat was able to win its class.

June 11, 1994 — Ten Years After, from an article called *The '94 Ditch Run — Rocketing to Stockton*:

Sixty-three boats 'dug' this year's fourth annual 65-mile Ditch Run — more formally known as the San Francisco to Stockton Race — on Saturday, June 11. It was a milestone year all around: attendance was at an all-time high (up from the previous high of 53 boats in 1992), the course record was crushed by an overgrown Hobie cat named *Rocket 88*, and the race generated a record profit (some \$700) to be split between the junior sailing programs of co-hosts Richmond YC and Stockton Sailing Club. There were also a record number of DNFs due to navigational errors, gear failures, operator

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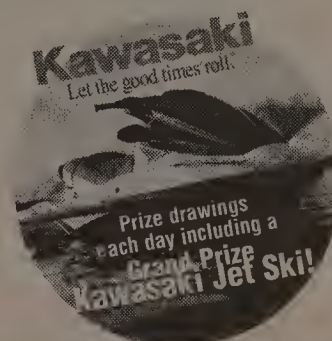
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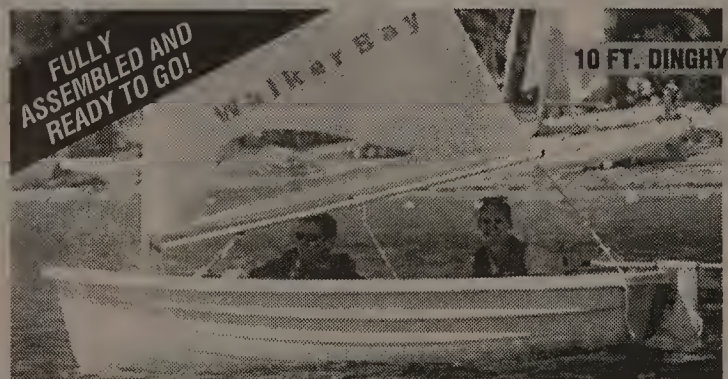
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CALENDAR

failures, and — dare we say it? — race committee errors. It will also probably be remembered as the year this supposed 'feeder' race eclipsed the main event, the following weekend's 140-mile South Tower Race.

Conditions couldn't have been any better for the 11 a.m. start off The Brothers. It was sunny and warm, the current was largely favorable all day (i.e., flooding) and the wind held at 10-15 knots from the southwest, with gusts up to 25 in Suisun Bay. In short, it was a perfect day for a quick jaunt through the Delta.

We sailed on Peter Hogg's Antrim 40 Aotea, one of 12 multihulls comprising the largest gathering of 'funny boats' in recent memory. This being Latitude's annual Delta issue, we had noble aspirations of taking notes and pictures all day long as we peacefully meandered our way to Stockton. Wrong! We ripped up to the finish line in overdrive — hitting 25 knots occasionally — and spent much of the day being firehosed by the warm Delta waters. It was an exhilarating ride, and we knew we were on pace to break the record of 5 hours, 45 minutes and 18 seconds, set in 1993 by Paul Simonsen on his Morelli 40 catamaran Tom Cat.

The only 'problem' was Serge Pond's Rocket 88, which basically blew our doors off. Rocket nailed the multihull start — the last of the four starts — and passed most of the fleet in the first half hour of sailing. They passed the lead boat, Chuck Jacobson's SC 50 Allure, right before the Carquinez Bridge, and then really ignited the afterburners. No one saw the Rocket again until she was disassembled on her trailer, packed up for the ride home to Santa Cruz. Rating -160 to Aotea's -100, the speedy 'D' cat (a bigger development of 'B' cats, which became Tornados, and 'C' cats, the Little America's Cup boats) simply walked away from us despite taking their kite down and sailing under main alone several times.

"They did a great job," remarked Aotea designer and crewman Jim Antrim. "It's a pretty dicey boat, and they held it together all day. I kind of expected to round a bend in the river and find pieces of Rocket imbedded about 20 feet up on the bank!"

June 12 — Coastal Cup, aka the 'Poor Man's Pacific Cup'. See the entry list to date in *The Racing Sheet*. Encinal YC, www.encinal.org, or Steve Rienhart, 244-5960.

June 12 — Boreas Race, aka the 'Poor Man's Coastal Cup'. Half Moon Bay YC and Elkhorn YC, (831) 724-3875.

June 12 — SSS In-The-Bay Race. Bill Charron, (510) 490-1147, or www.sfbaysss.org.

June 12 — Alameda Interclub #3, a long course in the central Bay. IYC; Glen Krawiec, (510) 339-9451.

June 12 — Open Spring Regatta at the Port of Sacramento for trailerable boats less than 19 feet. LWSC, (916) 374-4404.

June 12-13 — J/105 PCCs, four races on the Olympic Circle. SFYC, 789-5647.

June 18 — 44th Newport-Bermuda Race. Follow the action at www.bermudarace.com.

June 18-20 — Woodies Invitational for Knarrs, IODs, Folkboats and Birds. StFYC, 563-6363.

June 19 — Spring One Design #3. SCYC, (831) 425-0690.

June 19 — South Bay YRA Summer Series #3, hosted by Bay View BC. Info, roberthu@yahoo.com.

June 19-20 — Easom Founders Regatta, a five-race Etchells series on the Circle. SFYC, 789-5647.

June 19-26 — UBS Trophy, the second IACC Road to the America's Cup Regatta in Newport, RI: Alinghi and Oracle BMW Racing will go at it again in another preview of what to expect at Valencia in June, 2007. Info, ubstrophy.com.

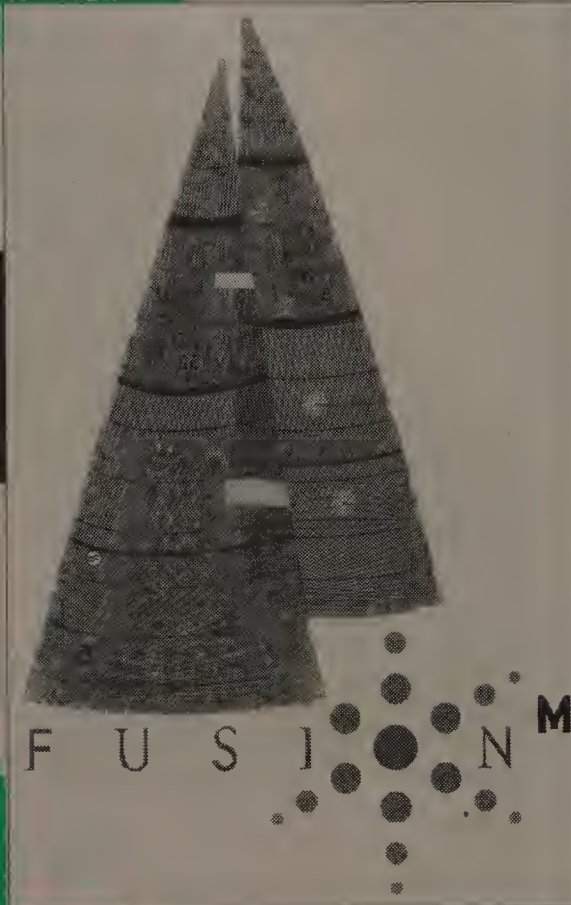
June 20 — Spring SCORE/DH #3. SCYC, (831) 425-0690.

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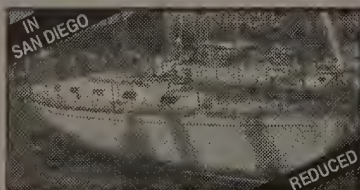
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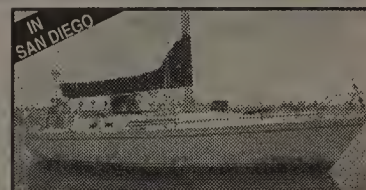
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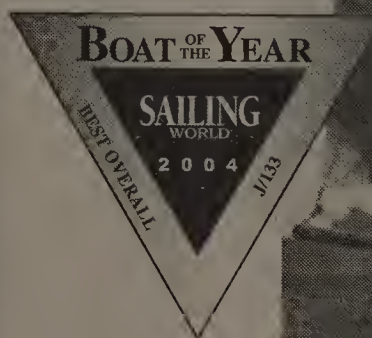
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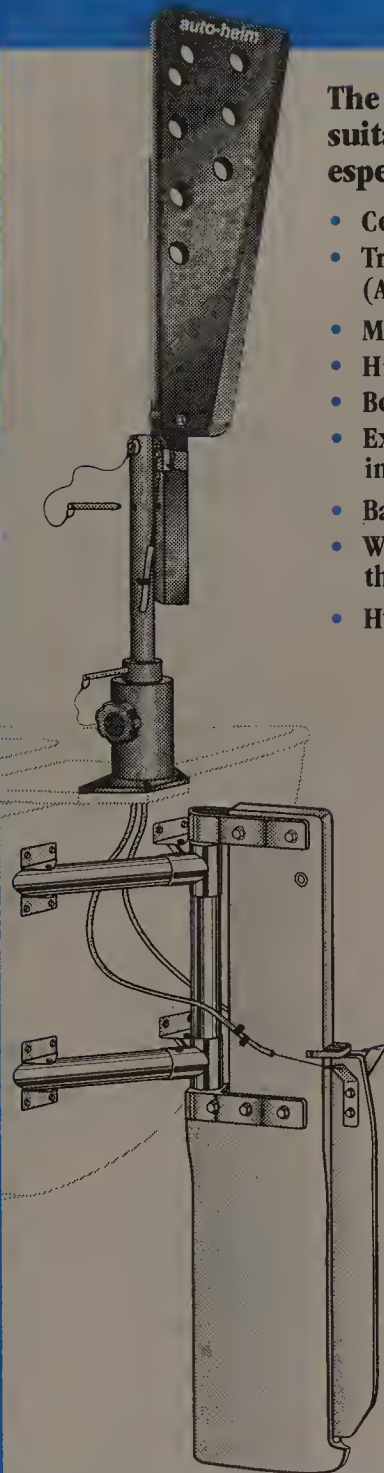
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CALENDAR

June 23 — IBM Vic-Maui Race, a single start for about 20 boats including *Cassiopeia* (Davidson 72), *Renegade* (Andrews 70+), *Flash* (TP-52) and *Mojo Rising* (Benny 40.7). See www.vicmaui.org for more info.

June 25-26 — Stockton-South Tower Race, a 140-mile sailing binge. Stockton SC, (209) 951-5600.

June 25-27 — 20th North Sails Race Week in Long Beach, doubling as regional championships for Farr 40s, Schock 35s and Santana 20s. Info, www.premiere-racing.com.

June 26 — SSS Singlehanded TransPac. See the preview on pages 128-132 for the lowdown on this year's fleet. Info, www.sfbaysss.org.

June 26 — OYRA/SFYC Northern Star Race. YRA, 771-9500.

June 26-27 — Monterey Bay PHRF Championship. SCYC, (831) 425-0690.

June 28-July 2 — 13th biennial West Marine Pacific Cup, the "fun race to Hawaii". Info, www.pacificcup.org.

July 3 — Ronstan Challenge. StFYC, 563-6363.

July 4 — Brothers & Sisters Regatta, named after the two turning marks. TibYC, 789-9294.

July 9-11 — TransTahoe Regatta. Tahoe YC, (530) 581-4700.

July 10 — OYRA/IYC Duxship Race. YRA, 771-9500.

July 10 — Centennial Cup. EYC, (510) 522-3272.

July 10 — Midnight Moonlight Marathon, a pursuit race beginning at 4 p.m. SFYC, 789-5647.

July 10-11 — 51st High Sierra Regatta, weekend one for centerboard boats. Info, hsinfo@fresnoyc.org.

July 17 — Silver Eagle/Eaglet Race. Island YC; Joanne, (925) 254-5384.

July 17 — Plastic Classic Regatta. BVBC, 485-9500.

July 17-18 — PICYA Lipton Cups, the annual interclub championships. Daphne, (916) 776-1836.

July 17-18 — 51st High Sierra Regatta, weekend two for keel boats. Info, hsinfo@fresnoyc.org.

July 24 — OYRA/RVC Lightship II Race. YRA, 771-9500.

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness. Spring: 6/14. John Super, 661-3498.

BENICIA YC — Thursday Race Series. Every Thursday night through 9/30. Chris Corcoran, (707) 746-6600.

BERKELEY YC — Friday Night Races. Every Friday night through 9/24. Paul Kamen, (510) 540-7968.

CAL SAILING CLUB — Sunday Afternoon Bytes and Lagers, open to all, year round. Joe Matera, dzntmatera@aol.com.

CORINTHIAN YC — Friday Night Series. Every Friday night through 9/3. John Warren, 435-4771.

COYOTE POINT YC — Every Wednesday evening through 10/27. Mike Finn, (408) 866-5495.

ENCINAL YC — Friday Night Twilight Series. Spring: 6/11, 6/25. David LeGrand, (510) 522-3272.

FOLSOM LAKE YC — Every Wednesday night through 9/29. John Poimiroo, john@poimiroo.com.

GOLDEN GATE YC — Friday nights: 6/11, 6/25, 7/9, 7/23, 8/6, 8/20, 9/3. Ruth, 386-2238.

ISLAND YC — Friday Nights on the Estuary: 6/4, 6/18, 7/30, 8/13, etc. Joanne, (925) 254-5384.

LAKE WASHINGTON SC — Thursday Evening Race Series through 8/26. Info, (916) 374-4404.

LAKE YOSEMITE SA — Every Thursday night through 9/9. Sharon Schmidt, (209) 383-3371.

OAKLAND YC — Sweet 16 Midweek Series. Every Wednesday night through 6/30 and 7/28-9/15. Ted, (510) 769-1414.

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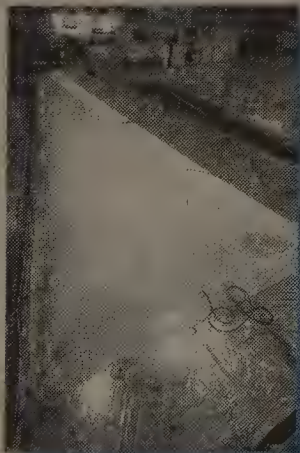
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RICHMOND YC — Wednesday Night Series: 6/2, 6/16, 7/7, 7/21, 8/4, etc. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights. Every Wednesday through 6/30 and 8/4-8/25. StFYC, 563-6363.

SAN FRANCISCO YC — Wednesday Night Dinghy Series, late June thru early September. Info, 435-9525.

SANTA CRUZ YC — Wednesday Night Races. Every Wednesday during DST. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Sunset Series. Spring: 6/8, 6/22. Don Wieneke, 332-0186.

SEQUOIA YC — Every Wednesday night through 10/13. John Mattis, (650) 361-9471.

SIERRA POINT YC — Every Tuesday night through 8/31. Tom McKinney, (650) 952-0651.

SOUTH BEACH YC — Friday Nights. 'A' series: 6/4, 6/18, 6/25. Randy Wells, (650) 991-2995.

STOCKTON SAILING CLUB — Every Wednesday night, 6/2-8/25. Kelly Humphreys, (209) 957-4828.

TAHOE YC — Monday Night Lasers. Spring Series through 7/12. Eric Conner, eric@connerproperties.com.

TAHOE YC — Wednesday Night Beer Cans. Spring Series, 6/2-7/14. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday nights: 6/11, 6/18, 6/25, 7/9, 7/23, 8/6, 8/20, etc. Lesa, 332-4014.

TREASURE ISLAND SC — Vanguard 15 Series. Every Thursday night through 9/2. Rebecca, rab26@humboldt.edu.

VALLEJO YC — Every Wednesday night through 9/29. Jim Mueller (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

June Weekend Currents

date/day	slack	max	slack	max
6/05Sat		0004/2.9F	0244	0620/5.9E
	1018 2202	1325/4.4F	1701	1905/2.2E
6/06Sun		0056/2.7F	0337	0712/5.5E
	1113 2307	1421/4.1F	1756	2001/2.0E
6/12Sat		0123/3.3E	0503	0805/2.6F
	1049 2241	1336/2.1E	1649	1955/2.7F
6/13Sun		0207/3.6E	0552	0859/3.0F
	1152 2319	1436/2.0E	1737	2036/2.6F
6/19Sat		0544/4.7E	0946	1250/3.4F
	1621	1820/1.8E	2118	
6/20Sun		0012/2.1F	0248	0624/4.6E
	1023 2155	1326/3.3F	1700	1901/1.8E
6/26Sat		0540/1.8F	0836	1121/2.5E
	1438	1753/2.6F	2102	
6/27Sun		0005/3.5E	0407	0652/2.3F
	0959 2145	1225/2.3E	1536	1845/2.6F

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LETTERS

↑↓ANYONE WILLING TO BE A SHARKBAIT TESTER?

The Wanderer/Publisher of *Latitude*, through *Latitude*, has had a powerful influence on me. The magazine helped me maintain the gumption I needed to prepare my 27-ft boat for a singlehanded trip to Hawaii and back — and then actually do it. That was 10 years ago in July. I'll forever be indebted for that assistance. I've long since sold the boat, but *Latitude* is still right up there with the *L.A. Times* as far as my favorite reading material is concerned.

On another subject, my friend and I have a surfboard wax company called Sharkbaitsurfwax, and we need a little help developing a tropical water temperature — above 80° — surfboard wax. I know that some of your readers are surfers as well as sailors, and I suspect that some of those sailor/surfers may soon be headed to warmer climes. Sharkbaitsurfwax is seeking a few surfers who would be willing to test out our tropical temp surfboard wax and give us some feedback. In exchange, they'll receive free surfboard wax and an official test-pilot sharkbaitsurfwax T-shirt. For more information, email us at: testpilot@sharkbaitsurfwax.com.

Thanks for a great magazine and I wish you a long, long, happy life, where the best is always yet to come.

Dan Argabright

Previous owner of *Restless*, Albin Vega 27
Reno, Nevada

Dan — Thanks for the extremely kind words, but you're the one who deserves the credit for your achievement. With re-



LATITUDE / RICHARD

spect to that long and happy life, we hope we spend some of it riding waves. We carry three longboards on *Profligate*, but haven't gotten to use them as much as we'd hoped.

As for surfboard wax testers, I'm sure you'll get plenty of response. If you want some reviews from the Caribbean, we can put you in touch

Sharkbaitsurfwax keeps you from slipping off your board and doesn't taste bad either.

with the very active surfing crew on St. Barth — if you don't mind a review in French.

One suggestion: The cheddar-like color and the wedge shape of one of the wax samples you sent to us looks so much like a wedge of cheddar that late one night our son put a slice on a water biscuit and took a bite. Our son isn't sure how the wax will work on boards in the tropics, but says it's delicious! Do you have any idea how many calories are in each serving?

↑↓I COULD HEAR DISTINCT WORDS AND PHRASES

In response to a letter in the April issue, you put out a request for 'weird, Bermuda Triangle-type' experiences that readers might have had while sailing in sleep-deprived and other altered states. What follows is my personal experience with auditory hallucinations while singlehanded.

In May and June of 2000, I sailed my 1965 Columbia Defender 29 *Soñador* singlehanded from San Carlos, Mexico, to Hilo, Hawaii — with a stop in Cabo to clear out of the country and wait out Hurricane Aletta. I logged 3,265 nautical miles on that 30-day voyage.

Prior to my crossing to Hawaii I had a lot of singlehanded

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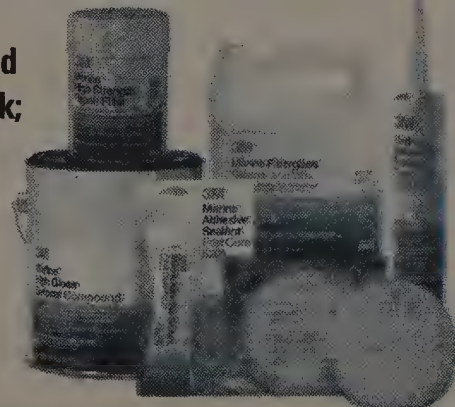
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LETTERS

and crew miles, some of them bluewater, but it was my most ambitious trip, so the issue of sleep was one of my main concerns during the run-up to the voyage. I read all the usual books, entertained several scenarios, and spoke with other singlehanders on this subject. The common answer was "don't worry about sleep, it will work itself out." This proved to be the case, and it's the answer I give others who are curious or concerned about how to handle this important issue.

I had also read about the subject from the usual suspects — Slocum, Henderson, and other singlehanders — and had an open mind about anything I might experience.

My trip from San Carlos to Cabo was long — six days and 422 miles in order to cover a rhumbline distance of just 325 miles. The additional miles came from having to tack and drifting backwards while becalmed. Several nights in the middle of the Sea of Cortez it was so calm that I dropped all sail, switched on the anchor light, and slept for eight hours straight. I may have gotten up once or twice to answer the call of nature and look around, but I never saw another boat or sign of life, and slept until daylight.

While there was some minor exhaustion after a particularly long and rough night running with a Norther, nothing out of the ordinary happened on this leg — other than there being the sailor's normal lot of having either too little or too much wind.

The leg from Cabo to Hilo took 24 days, and once out of sight of land, I never saw a ship, boat, fish, or any living thing — except a juvenile boobie which showed up in evident distress in mid-ocean, spent about 24 hours perched on the cabin top, then took off again.

I didn't talk to any other vessels, but I did have an SSB and participated in several cruisers' nets. I received weather advice from Don on *Summer Passage*, and made near-daily health and welfare calls to Dave Smith, a close friend who lives aboard the C-45 *Total Eclipse* in Mission Bay, San Diego. He was my shoreside contact, and kept my wife and friends apprised of my position and situation. As such, I wasn't totally devoid of human contact. To this day, I only half-kidningly credit those calls to Dave as preserving my sanity — which I may not have had a firm grasp of to begin with, according to some, for undertaking such a challenging trip in the first place.

I bring all this up because I'm not convinced that exhaustion and/or sleep deprivation are the sole agents of hallucinations. I think that a sort of sensory deprivation plays a part as well, because of the small and finite world you inhabit aboard a small boat — but also sensory overload or disorientation from the constant and sometimes violent motion that's involved. I think the minimal human contact provided by the radio may have helped give my mind focus or an anchor point to normalcy.

At any rate, I kept myself busy and slept — day or night — when I felt the need. Sometimes — such as during nighttime squalls or near the shipping lanes — I would get sleep in brief 15-minute spells, then pop my head out the hatch for a peek around. Other times I would crash hard and sleep for hours, waking naturally to a change in the wind or the boat's motion, or to sunrise after many hours of sleep.

I tried to maintain my log and position every two hours, and started out with a small kitchen timer and alarm set to that length of time. I soon found the alarm was unnecessary, as I woke naturally after an appropriate period for the situation at hand — whether it be minutes or hours. Often I would wake naturally within a minute or two of the scheduled position-taking or 'peek around' time — a remarkable testament

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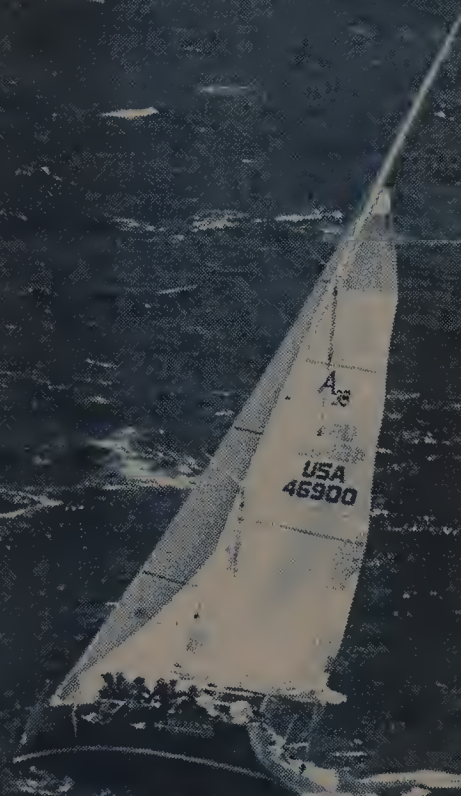
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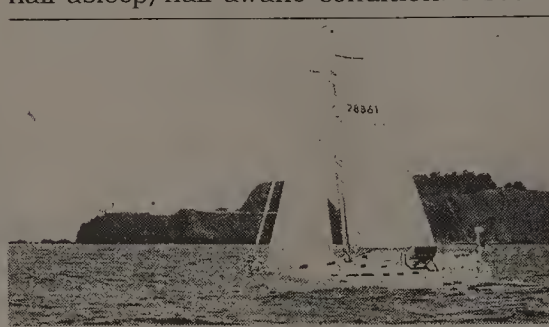
to the internal clocks of humans. I did not, for the most part, feel sleep deprived — except under more extreme conditions when multiple sail changes had left me exhausted.

According to a private journal I kept in addition to the log, the first indication of anything weird or curious occurred only a week out of Cabo. I slept in the V-berth, head forward, as it was the easiest position to fall into, was the safest 'nest' in rough going, and it also allowed me to see out the companionway to keep an eye on the windvane or watch for sneaker squalls from aft. The sound of rushing water on the hull was fairly loud, but it lulled me to sleep — not that it was needed! — or woke me when there was a change in boat speed or weather conditions.

My journal notes that while I was laying there, the sound became less like rushing water — and very much like the background noise at a cocktail party. A murmuring of many voices. At the time, I ascribed this to exhaustion or that weird half-asleep/half-awake condition. I soon noted this sound

seemed to intensify over several days, and in fact, while laying there well-rested and wide awake in broad daylight, it became even more like listening to a

LATITUDE 38 / JR



When singlehanders such as this set off across the Pacific, hallucinations are a real possibility.

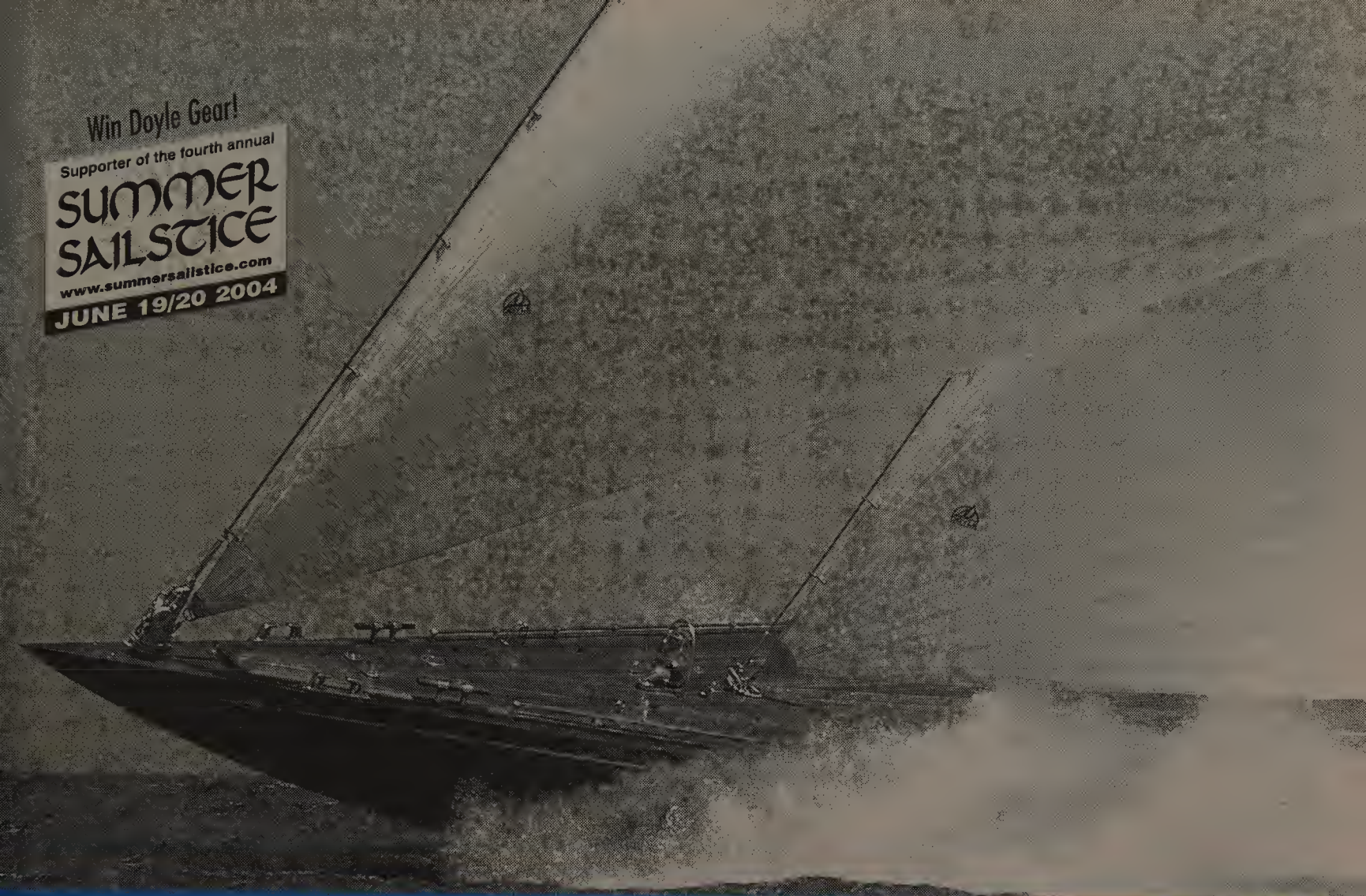
room full of people. I could hear distinct words and phrases, even snatches of sentences between people, yet couldn't quite lock on to a particular conversation and follow it for very long. One conversation would drift away and another would rise in volume. This would continue as long as I lay there.

I noted in the journal that this was obviously some sort of auditory hallucination, and kiddingly called it "disturbing voices from Davy Jones' locker, possibly drowned seamen?" I also noted that other sailors had actually had 'company' aboard — Slocum among them. I also wondered who knew what really went on out there in the middle of nowhere?

From that point on, there were usually several remarkable — in the nautical sense of the word — incidents a day, not apparently tied to any state of alertness or exhaustion. In fact, most occurred while I was well-rested and going about my daily routine in broad daylight. These included exceptionally distinct noises that were totally out of place — yet so real that I was forced to investigate.

For example, I could be out in the cockpit, and I would hear a phone ring down in the cabin. There was nothing aboard my boat with the capability to ring, but the sound was so clear I actually went below to look for it. Finding nothing, the sound ceased as I paid active attention to it. At other times I would be sitting below reading and hear my name being called outside. This startled me so much the first few times it happened that I would rush on deck expecting to see a boat pulled up beside me — hardly likely a thousand miles from shore, but the sound had been too real to be dismissed. Sometimes it was more than my name, as in, "Mike, better come up here," which — thinking of Slocum and his 'helmsman' — was disturbing and a bit scary. None of these calls signalled any danger or trouble, but I certainly was reluctant to ignore them, even realizing they were almost certainly hallucinations.

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Other noises that occurred frequently — and again, I stress that nearly all of these incidents were in daylight, not while I was sleeping or resting — included the sounds of children playing, dogs barking, engines running, horns blowing, and various forms of ringing or buzzing, and clacking like a typewriter. I want to restate these noises were clear, distinct, and loud enough to startle me while reading or attending to sail trim or other work. (For the record, I had no 'mood-altering substances' of any type aboard, not even a beer, and was completely sober in that respect the entire time.)

By this time I was quite amused by these occurrences, and since I was clearheaded and well-rested for the most part, I was able to observe myself and the noises objectively. I found it a very enlightening peek into our minds and how we perceive — or think we do — reality. It was fascinating, and I found myself observing myself almost like a bystander at times.

As a final comment, a slightly humorous incident marked the end of my trip. I had by that time learned to ignore most of the noises, so I no more rushed below to 'answer the phone' — although to the very end when somebody called my name or a dog barked, I at least looked out a port — you never know! Anyway, within a day or two of Hilo, I heard the distinct sound of machinery in the distance. I'd heard it before and learned it was just another manifestation, so I dismissed it and continued reading below at the settee with my back to the open companionway. The sound continued to grow in intensity, and when it became nearly deafening, I was forced to get up and look — and saw a large Navy helicopter approaching very low and fast! The chopper was only a couple of hundred feet off the water and coming up from behind, an unexpected direction since there was nothing but thousands of miles of ocean behind me. The chopper passed over low enough for a wave from the crew, and continued on towards the Big Island.

Since my hallucinations up to that point had been confined to the auditory, I was reasonably certain that the helicopter had been real. But I couldn't be sure. I later heard on the VHF that the Navy was conducting exercises in a large restricted offshore area that I had recently passed through. But I never saw any ships or heard any radio traffic at the time.

To this day, I recall how fascinating and 'real' I found the ongoing auditory hallucinations over those three weeks — it was enough to make me question how firm our grasp is on 'reality'. Or, in fact, what reality is to begin with, and if our interpretation of 'reality' is based on our perceptions. I think there's more 'out there' than can be easily explained — perhaps we only are privileged to experience a narrow band.

That said, if I'd come on deck in response to one of those incidents when my name was called and seen the pilot of the *Pinta* at the helm — as did ol' Joshua — I'm not sure what my reaction would have been. Although most would dismiss Slocum's incident as part of his delirium, who knows? As Don Juan said to Carlos Castañeda, "there is the known, the unknown, and the unknowable."

After arriving in Hawaii, I sold my Defender 29 and flew home — without apology. I also founded the Columbia Yacht Owners Association (CYOA) in 1997, and published *C-Nuz*, the association newsletter, for a number of years.

Mike Keers
ex-Soñador
Hereford, Arizona

Mike — Having interviewed numerous singlehanders, we

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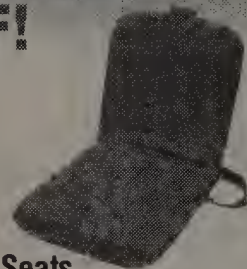
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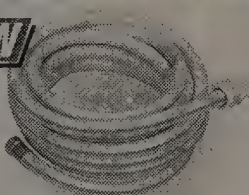
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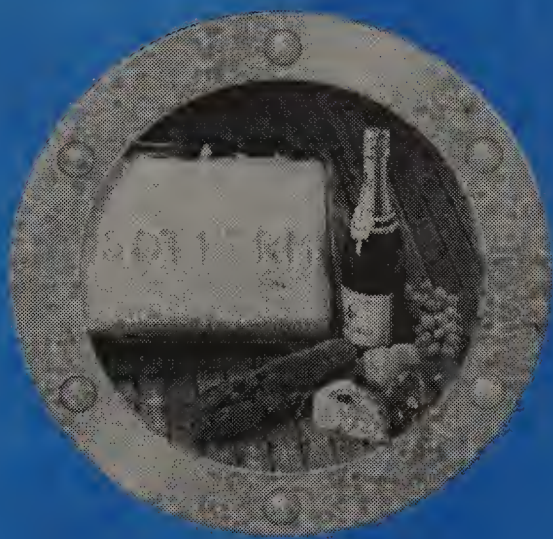


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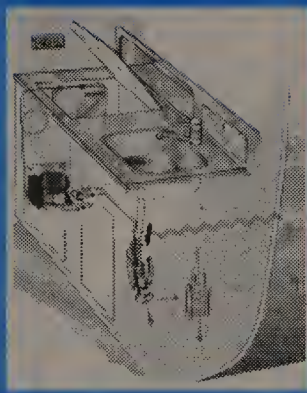
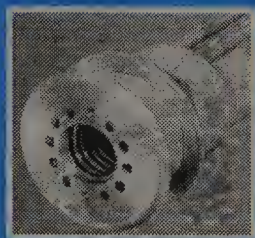
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LETTERS

can tell you that visual hallucinations are as common as auditory hallucinations. Singlehanders halfway to Hawaii commonly see breakwaters, locomotives and wheat fields — things that can't possibly — can they? — be there. With this month's unusually large Singlehanded TransPac fleet, we think you'll agree that there's going to be a whole lot of hallucinating going on in the Pacific.

Having spent a lot of our university time in philosophy classes pondering reality, it's not something we recommend thinking too much about. For one thing, once you know your mind has played tricks on you, how can you ever trust it? And how can any of us know that what we're perceiving right now isn't some realistic-seeming dream that we'll wake up from in 10 minutes or 10,000 years? Trust us, you enjoy life more if you assume that what seems like reality really is reality — even if you're occasionally wrong.

⇅CINCO DE MAYO EXPLAINED

Most people don't know that back in 1912, Hellmann's Mayonnaise was manufactured in England. In fact, the *Titanic* was carrying 12,000 jars of the condiment scheduled for delivery to Vera Cruz, Mexico, which was to be the next port of call for the great ship after her stop in New York. It would have been the largest single shipment of mayonnaise ever delivered to Mexico.

But as we know, the great ship did not make it to New York, much less Vera Cruz. She hit an iceberg and sank, and the precious mayonnaise cargo was forever lost. The people of Mexico, who were crazy about mayonnaise, and were eagerly awaiting its delivery, were disconsolate at the loss. Their anguish was so great that they declared a national day of mourning, which they observe to this day. That day of mourning occurs each year on the 5th of May and is, of course, widely known as El Sinko de Mayo.

Stuart Lee Kiehl
Santa Rosa

Readers — Mr. Kiehl is a Professor of New World History, Emeritus, at Santa Rosa JC.

⇅THE OBVIOUS ADVANTAGES OF A YAWL RIG

In the May issue of *Max Ebb*, Lee Helm, America's ageless student, offers the usual baseless condemnation of the mizzen mast. Among a number of recognized authorities not sharing her view is the author of *Heavy Weather Sailing*, Adlard Coles, who states in his book that the only reason he did not have a yawl during his racing era was the rating penalty they incurred. However, he did own a couple of yawls. It was his practice, when sailing shorthanded in snotty weather, to drop the main and sail under 'jib and jigger'.

My own venerable Offshore 40 *Tsaritsa* did 8.2 knots under a working jib and mizzen the day I took delivery of her. More recently, while on a trip from San Diego to Guadalupe Island, *Tsaritsa* managed to maintain a consistent 7 to 7.5 knots under a 110% genoa and her mizzen. Admittedly, in both cases there was a lively breeze, but certainly not in excess of 25 knots.

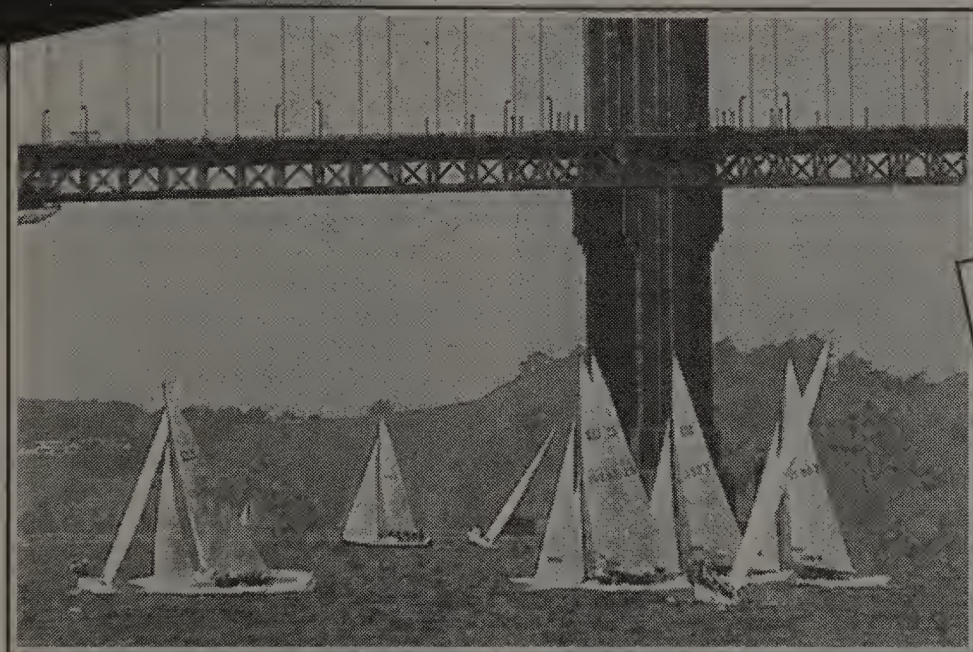
Besides providing a place for hanging an awning or holding the vessel head to wind at anchor, as noted by Lee, the mizzen permits the making or taking in of sail without the use of an engine — unlike the practice common to bobtailed vessels. It is amusing to be aboard one of these bobtailed versions when its lonely main is to be set or dropped. First the engine must be started, then there are shouts of, "Hold her into the wind for Crissake!" This graceless behavior is



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almost unheard of aboard a properly handled yawl.

Besides the obvious advantages of the yawl rig is the appearance of such vessels. Again referring to Adlard Coles, he states the yawl gives the look of "a little ship" — an aspect of ownership affording much satisfaction.

I have no doubt that a deluge of protests regarding Lee's feeble arguments will soon appear on your screens.

Pete Kantor
Tsaritsa, Offshore 40

Pete — Alas, your letter amounts to the totality of the "deluge."

When it comes to aesthetics, we think a pretty yawl is second only to a sweet-looking schooner — and the Offshore 40 yawl in particular is a very lovely yacht. When the wind gets up, sailing under 'jib and jigger' is indeed a nice option, as you're allowed to do away with the cumbersome main altogether. In fact, last winter we saw none other than the venerable Don Street sailing Lil' Iolaire into the Gustavia, St. Barth

inner harbor, under 'jib and jigger' in a strong breeze. They looked good and were in complete control.

On the other hand, you have to ask yourself why hardly anybody designs boats with mizzens anymore. Having owned a ketch, we think we know. They require another mast and boom, another two sails and a sailcover, and more winches and rigging. It's not cheap and clutters up the boat, and it's not the most efficient sail plan.



LATITUDE / RICHARD

The yawl 'Nirvana' under jib and jigger.

When sailing, it requires that you set and strike another sail. Finally, if you're using the mizzen staysail, the coolest sail of all on a yawl, it's a Chinese fire drill when you have to jibe because you have to douse the whole thing in order to be able to set the tack on the other side of the backstay.

Most sailors love the look of a yawl — particularly when somebody else owns her. For their own boat, they prefer the simplicity and efficiency of a sloop.

↑↓FOR EVEN A MINOR OIL SPILL

There is something very, very wrong when the Coast Guard can and will fine you heavily for even a minor spill of oil, when they have the legal authority to sink a 60-ft boat with perhaps thousands of gallons of fuel and oil aboard. The environmental effects are obvious, and I would have to say this is another glaring example of our government's hypocrisy with regard to environmental policy. Why couldn't they have motored that boat they seized with drugs to shore and given it to someone rather than sinking it? Towing isn't the only way.

Doug Terrell
Sandpoint, Idaho

Doug — It's not exactly hypocrisy, because as a society we often authorize the government to do things that individuals aren't allowed to do — such as incarcerate people, assess taxes, establish an army, and so forth.

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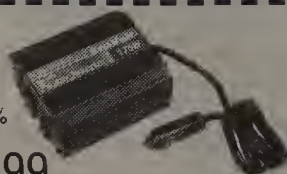
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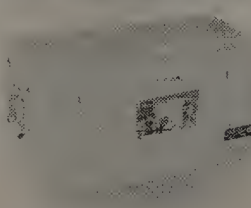


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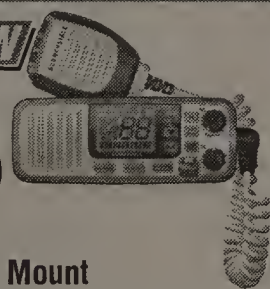
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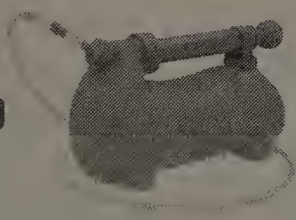


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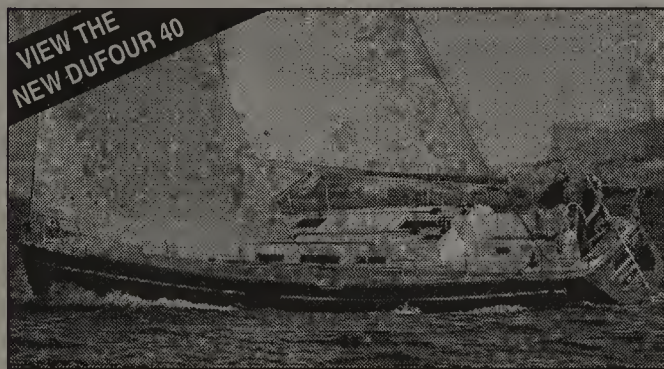
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LETTERS

country that flagged the seized vessel motor her back to shore, and when not too far offshore, will sometimes do it themselves. But it's on a case-by-case basis.

You also have to remember that large Coast Guard vessels are major resources on specific missions. The Coast Guard has to evaluate the 'cost' of taking that resource offline in order to save a boat and eliminate a small diesel spill. Introducing diesel to the ocean is never a good idea, of course, but 1,000 gallons sunk to the bottom of the ocean 110 miles offshore is not going to cause an environmental catastrophe. And it's not as though it's done often.

The Coast Guard isn't being vindictive with drug smugglers, as they'll do the same with innocent pleasure yachts that, for one reason or another, have to be abandoned in the middle of the ocean and become hazards to navigation.

↑↑ I NEVER SHOULD HAVE LET CASSANDRA GO

The feature on the L-36 design brought back sweet memories — and tears.

George Griffith sold his *Cassandra* to Bart Henderson, who sold her to me in 1971. With dozens of UCSB students as crew, I sailed her for 17 years out of Santa Barbara. I made over 50 trips to San Miguel Island, probably 75 to Santa Cruz Island, three trips to San Francisco, and many others to the south. I sailed her hard, but she never failed me.

However, in the late '80s she began to leak between the strip-planking. The ribs, all sistered, were clearly weakening. I thought the boat might open up like a venetian blind on a dark night in the Santa Barbara Channel, so I gave her to the University of California. They sold her to a young man who moored her off Hamilton Cove on Catalina. In December 1997, a Santa Ana came through and she broke loose. In 30 minutes she was match sticks.

My next boat was the Cal 40 *Antara* (now *John Boy*). She was great, but for me she always lacked the lightness and responsiveness of *Cassandra*. I never raced my L-36 against a Cal 40, but I'm sure she could have done well. *Cassandra* was an amazingly comfortable cruising boat. Her quarter berths were luxurious compared to the 'torpedo tubes' on a Cal 40, and her other berths were more spacious, too. She also had a long and dry cockpit. On both *Cassandra* and *Holiday*, the foredeck was big enough to hold a nine-foot skiff.

I never should have given *Cassandra* away. I should have put the boat in the yard in Santa Barbara and had Sugar Lindwall rebuild her. But there is no point in dwelling on past regrets; at least the memories are great!

Barry Schuyler
Santa Barbara

↑↑ HAWAII IN FEBRUARY

You asked for input from sailors with experience in Hawaiian waters in February, so I thought I'd put in my two cent's worth.

I grew up in Hawaii and have sailed among the islands since the late '50s. I also ran a ketch out of Hickam Air Force Base in the early '70s doing daysails and interisland charters. In the '80s, I cruised interisland and lived aboard almost every winter/spring.

As I recall, the original question presented to *Latitude* was whether it would be a good idea to plan a week-long charter cruise in Hawaii during the month of February. 'No' would be my short answer. Based on my experience, the weather is too unsettled there at that time of year to count on getting a good week. Time and time again I see people come out to the islands and go home disappointed because it rained every day

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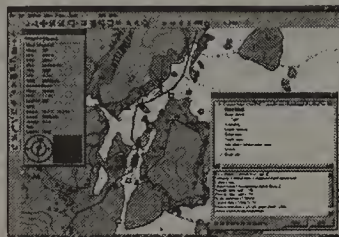
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LETTERS

or nearly every day and because the weather was so humid.

From November through April, the Trades — most out of the northeast or eastnortheast — are much less predictable and reliable, and we get 'Kona weather'. During the Kona weather the winds tend to be southerly and light — sort of similar to the thermal winds seen in parts of California. It's a light offshore at night, and in the early morning it starts to blow onshore as the land heats up. When the trades do blow, they're less predictable than during the summer. Furthermore, they can blow quite hard over a long period of time.

From November through April, the Islands are also subject to 'Kona storms'. Typically these last one to two days and bring southeast to southwest winds at between 25 and 40 knots. Occasionally it blows harder and they last longer.

Another thing to remember about sailing in Hawaii between November and March are the swells that can come from the north and west. There's a reason Hawaii is famous for its surf in the winter, and that surf can be deadly. Particularly dangerous are 'sneaker' or 'wraparound' waves which can catch even those with local knowledge — myself included — off guard.

During Kona storms the south facing sides of the Islands become lee shores, and many anchorages and harbors are untenable or impossible to get into. But if you go around to the north side of the Islands and there's a big swell, you may have to stay too far offshore to find much of a lee. Lying hove to in a 40-knot southerly with a three-mile fetch in a 15-25 foot north swell is . . . well, you get the idea.

In March, April and early May, the odds of having to deal with a Kona storm and a north swell diminish greatly. However, March and April often bring very strong trades. In May, the south swells start rolling in, creating another potential hazard.

Having said this, I love the Hawaiian Islands and think they make for great, if challenging, cruising the year round. But I do think that visitors would have a better chance of an enjoyable cruise if they allowed more time in the winter for scheduling flexibility or cruised in the summer months. One distinct advantage of cruising Hawaii in the summer is that you can sail to the north side of the islands without fear of north swells. There is some spectacular scenery and a few very nice anchorages — similar to your 'dog holes' on the Northern California coast — to enjoy along the north shores.

John Tebbetts
Hawaii

↑↓ TAKING ME BACK TO MY YOUTH IN PANAMA

I enjoyed your 'Lectronic Latitude' photos and text on Panama. I lived there for the first 18 years of my life, 1952-

1971, before coming up to California to attend college. We lived on the Atlantic (Caribbean) side, and dad, a graduate of Cal Maritime Academy, was a Canal Pilot.



It looks a little like the Delta, but it's actually Lake Gatun, Panama, where Bo Swain learned to sail.

More recently, my brother Pete was a partner with Rob Moore, *Latitude's* Racing Editor, in the Santana 25 *E Ticket*

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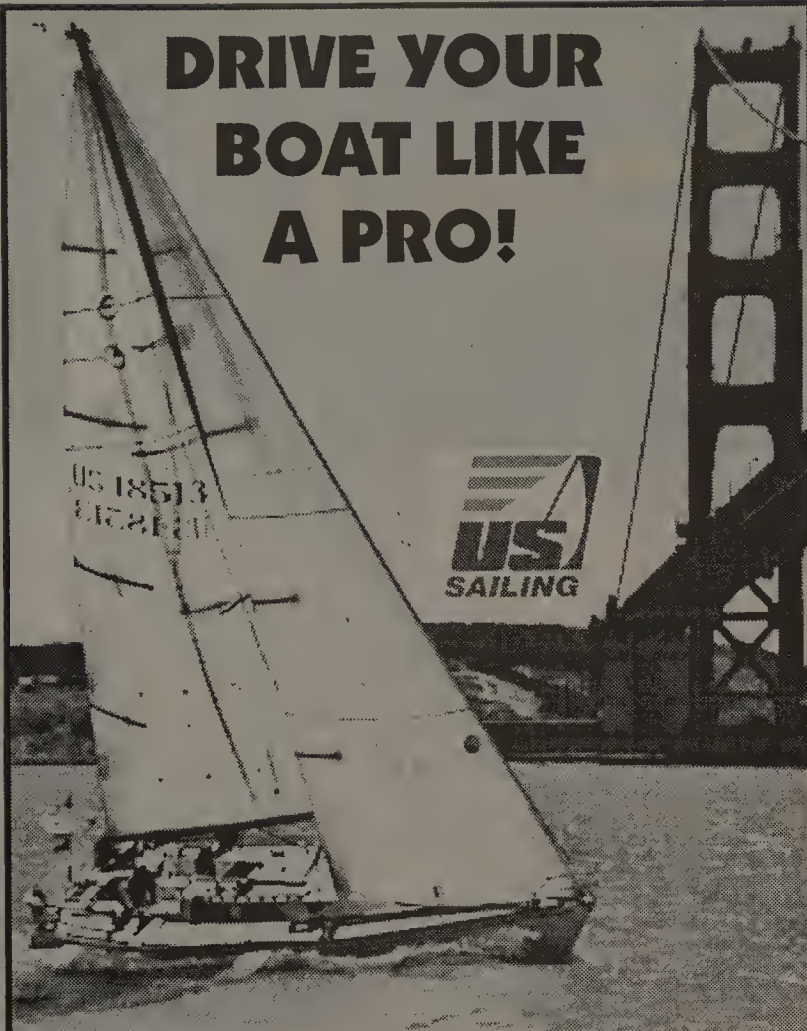
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LETTERS

when their Spooze Syndicate was class champion. Pete and his family left Manzanillo on May 2 for the Marquesas aboard their Swan 48 *Sirona*.

I'm currently landlocked in Sacramento with a non-sailing wife, but one day I hope to get back on the water. By the way, your photos of Gatun Lake were a blast from the past, as that's where I learned to sail at age six on a Sailfish. I later sailed El Toros until dad got a 17-ft daysailer during my teen years.

Bo Swain
Sacramento

Bo — We appreciate the kind words. Colon may not look like it did when you were growing up, but we liked Panama and her people. In fact, Panama — at least in the dry season — is the answer when people ask where to go for terrific cruising with hardly any other boats around.

↑↓BAD BEGINNING, STRONG FINISH WITH DYT

For anyone who might be thinking of shipping a boat home from Mexico — or anywhere else — with Dockwise Yacht Transport, our experience with them might be helpful.

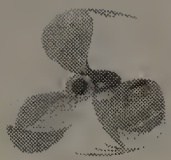
Last fall we read in *Latitude* about Mark Purdy of *Tango* and about a dozen other boatowners who contracted with DYT to have their boats shipped to the U.S. from Australia — only to have DYT fill their ship in New Zealand, and leave those in Australia stranded. Because of this, and after reading their contract, we almost opted for doing the Baja Bash, followed by the equally unenjoyable bashes up the coasts of California, Oregon and Washington. But since DYT's timetable fit our schedule almost perfectly, we signed up and crossed our fingers.

After signing with DYT, we had to devote a considerable amount of time dealing with their often-vague and uncoordinated requests for undefined information. We'd never experienced anything like it. The initial requests — for payment, contact phone numbers for loading/unloading, and vessel dimensions — that were transmitted from their home office in the Netherlands in January were appropriate.

We promptly responded by email and Federal Express. But as time went on, additional requests became repetitious, as if our past correspondence had never been received. Often the most confusing requests came from an individual we'd never heard of and apparently at a different office. Generally these requests contained the canned requests we'd already complied with — plus one additional request which appeared to be merely a different translation of a prior request.

For example, we received requests for the "hull plan," a "yacht datasheet" and "full specs on the boat." On one occasion they asked for the latter two items in the same email! Since it had previously been established that the overall length, width, and draft would be sufficient for the "hull plan," I was a bit confused as to what they wanted in the "yacht data sheet" and "full specs on the boat." Yet each of these requests carried a statement inferring that if everything wasn't complete, we'd lose our reservation and forfeit our deposit! Naturally, this increased my level of frustration.

At that point I received a request from their West Coast representative for a copy of my vessel document and proof of cargo insurance. While on a quick trip home to Seattle, I faxed copies of those documents to the DYT's Fort Lauderdale office — since the guy in San Diego provided me with nothing but a cell phone number. Simultaneously, I sent the guy in San Diego an email advising that if the fax was not received to contact me ASAP, as I was soon headed back to the boat



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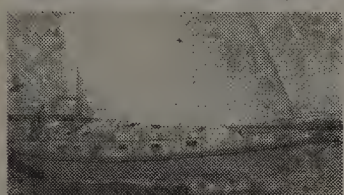
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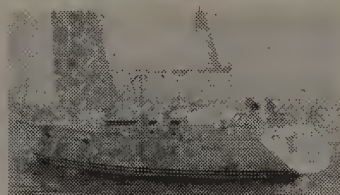
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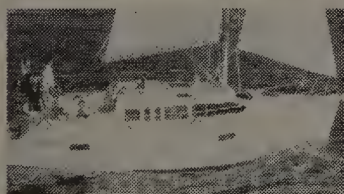
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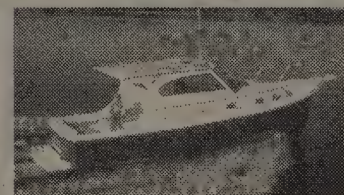
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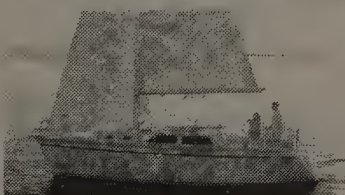
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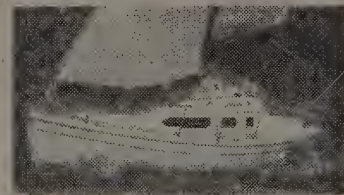
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LETTERS

and would be anchored at San Juanico, a part of the world without phones or faxes. A little over a week later I finally received an email from him saying they still didn't have my "required documents."

After repeated whining and sniveling on my part, the lady from their Breda, Netherlands, office told me that in my case their database system had not been properly updating the other databases. She apologized, saying that she had spoken to their man in San Diego, that he would be handling everything from that point on, and that all was OK.

But eight days later I got an email from a woman I'd never heard of stating: "STILL OUTSTANDING: 85% BALANCE, PROOF OF CARGO INSURANCE, COPY OF YACHT'S REGISTRY, CANADIAN CUSTOMS FORM." Wonderful! Now that I'm anchored north of Loreto in the middle of nowhere, DYT is claiming that I hadn't paid them and, three weeks before shipment, was asking me to find Canadian Customs forms and also prove to them I paid four months before. After a few emails passed between my father and me — him digging through records and making trips to the issuing bank — he pulled things together and proved we had signed for the certified check and on what date it had cleared the bank.

I was still concerned about the request for Customs forms and a few other things, so I asked my father to call their guy on the West Coast and talk to him. I couldn't call because there wasn't a phone in San Juanico. Dad didn't get much out of the DYT guy other than his admitting their self-updating database was not infallible. He said he'd send me a detailed email, but almost three weeks later he still hadn't responded to me!

I sent an email to our insurance agent asking him to re-fax the proof of insurance to DYT's Florida office. At the same time I sent an email to Mr. West Coast, telling him of the re-fax and requesting confirmation of receipt. With all the problems we'd been having with DYT, Dona and I decided to cut our visit into the Sea of Cortez short and return to La Paz in order to have phone and fax capability available to us.

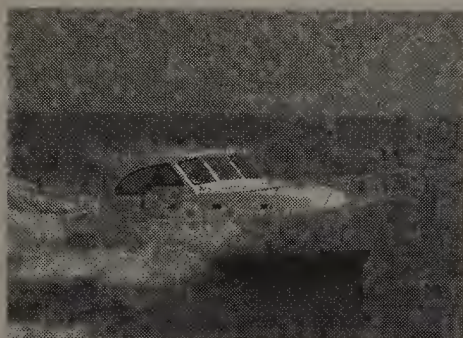
Upon our arrival in La Paz, we met up with many other confused boatowners who planned on shipping their boats with DYT. One of the boatowners said that some woman in DYT's Florida office said all boats in Mexico had to obtain and surrender Mexican Temporary Import Permits. But Mexican Temporary Import Permits are not required if the vessels don't stay in Mexico for more than six months. Yet this woman in Fort Lauderdale was throwing another snag into the already ambiguous, tumultuous, and expensive permitting process that their clients were being required to follow.

We discovered that one of our fellow shippers had a stack of Canadian Customs forms, supplied by Mr. West Coast, for distribution to whomever he might meet. The only thing I can imagine is that Mr. W.C. must have wanted this to be a surprise, because neither he nor any of the other DYT offices made an effort to share this information with any of the other 23 owners who were going to load their boats. How thoughtful!

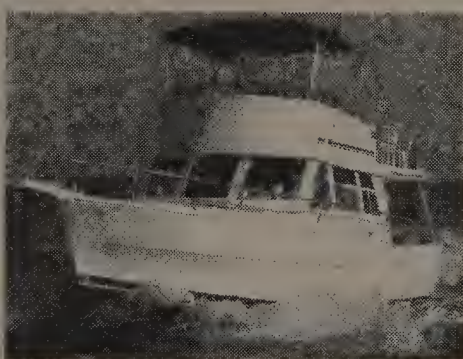
I filled out the Canadian Customs Forms, faxing them along with our Vessel Documentation to DYT's Vancouver Representative. (DYT actually offered an office number, a fax number, and an address for that office!) Once again, I copied and asked Mr. W.C. to acknowledge receipt by DYT. I realize that faxing this stuff to everyone other than the guy who's supposed to be in charge of my shipment seems a little awkward — and it is — but all we'd ever been given was his cell phone number. No fax number, no address, no nada. I'm not sure if he operates out of his car or if this is only a part time job for

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Arnold Zippel and wife Carolyn Firmin are happy to be taking delivery of their new Sydney 32 'Relentless'.

After a few sails in his youth on his then-local waters of Long Island Sound, Arnold Zippel ramped up his sailing life when, years later, he moved to the Bay Area. Much of his Bay Area sailing education was aboard Steve Chamberlain's active Express 37 *Melange*. Looking for his own boats and adventures, Arnold eventually bought a Hawkfarm which, after extensive work, he sailed in the '02 West Marine Pacific Cup.

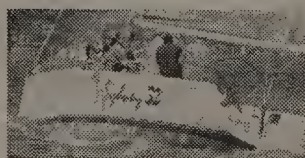
The '02 Pac Cup didn't finish his ocean racing appetite, but instead found Arnold planning ahead to do it again in '06, but this time on a faster, better handling and more comfortable boat. With a desire to keep the size under 35 feet, Arnold searched the market for the latest in high performance offshore designs.

He found it in the Sydney 32 — a perfect blend of speed and handling which also offered the cruising amenities his wife Carolyn will enjoy. The Sydney's well established pedigree as an all-around performer and reputation for quality construction make the Sydney 32 an ideal boat for Arnold's Pacific Cup goals as well as the local ocean racing circuit that will keep him busy until '06.

If you have sailing experience and sailing goals, you should take a look at the Sydney line — your experience will appreciate the quality, your dreams will be fulfilled by the results.



Sydney 36



Sydney 32



Sydney 38

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LETTERS

him, but he's sure not customer/consumer oriented.

From our standpoint, we'd now dealt with five different people via email and one locally in La Paz — none of whom seemed to communicate with one another. At this point we still hadn't received an email negating DYT's request for shipping charges. It was frustrating to say the least! Pounding our way north from Cabo San Lucas to Cape Flattery wouldn't have been the most fun we'd had in the last year, but we were beginning to believe that pounding our heads against DYT's wall of incompetence may have been worse.

From a purely customer service point of view, it should be a simple matter for DYT to create a methodology whereby the customer understands exactly what the shipping company requires, and communicate this months before any of the information is actually needed — maybe even as the contract is signed and/or payment is made. Regarding the operational side of DYT, we were sure hoping they were more competent than their marketing/sales division — or we were going to be unhappy campers. At this point we felt as though we'd been dragged through a knothole and wouldn't do it again.

May Day, May Day — May 1, 2004, Bowen Island, Canada: Our perspective has changed completely. The loading of our Nordhavn 40 *Free Flight* and 23 other yachts at La Paz was well-organized and, even with mechanical problems from a few in our fleet, the ship's captain made a few changes and things went very well. Their computer model required some boats to go bow in and others to back in. With the assistance of a shoe horn, we got it done. Most of us had fenders touching other boats on all four sides while divers welded the supports into place prior to refloating the mother ship. In spite of a few customer-created glitches, all this was accomplished in about three hours!

My 'Baja Bash' on Aero-California took less than two hours on an aged DC-9 at 31,000 feet, and the ride was smooth as glass. *Dockwise Express #12* stopped in Ensenada, picked up four other boats bound for Vancouver, and arrived in Vancouver 10 days after her departure from La Paz.

Unlike our previous communication problems with DYT, the receiving broker, Pacific Northwest Ship and Cargo Services, kept us fully informed as to our boat's estimated arrival/unloading times, even including maps and driving directions to the pier. We couldn't have been better informed or treated better.

One boat in our 'fleet' had a dead battery upon arrival, but the ship's crew was ready with a charger and two boats stood by to assist if necessary. It was a class act all the way, and the unloading was completed in less than an hour.

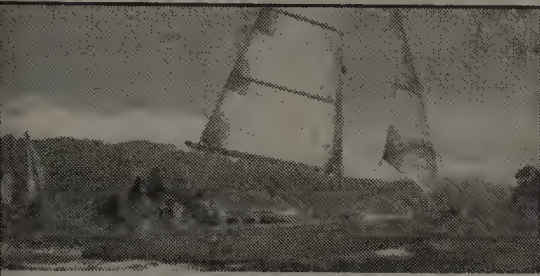
Given the opportunity to do it over again, I wouldn't hesitate. But I'd book through someone having more of a vested interest in making our experience pleasant. I could be wrong, but going through an agent who probably receives a commission would probably provide more personal services — or at least allay any fears one might have. Also, I now know what is required, so I'd ignore the repeated requests for more of the same. I would have had what I needed three days prior to sailing, and let them sort things out.

Al & Dona Holmes
Free Flight, Nordhavn 40

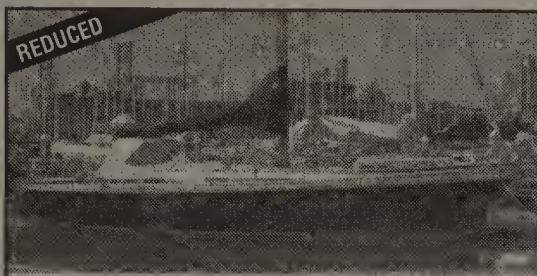
Readers — Al and Dona left out some important information — such as how much the delivery cost. Over the phone, Al explained that you pay by how much space your boat takes. The list price for their 39.9 by 14 footer was \$9,500, but they got a 10% discount for booking three months in advance. Discounts of up to 20% were available to those who booked and

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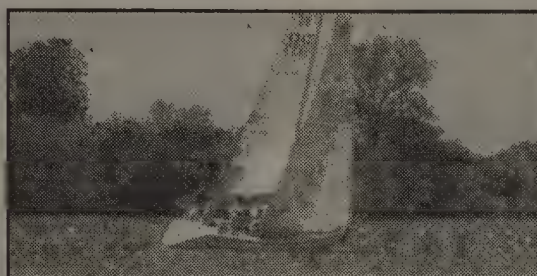
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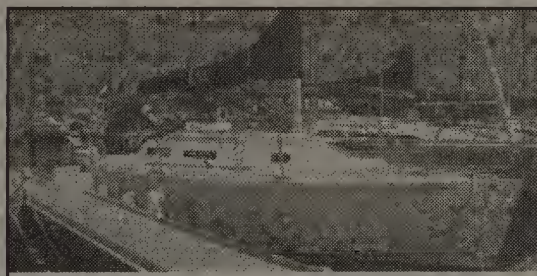
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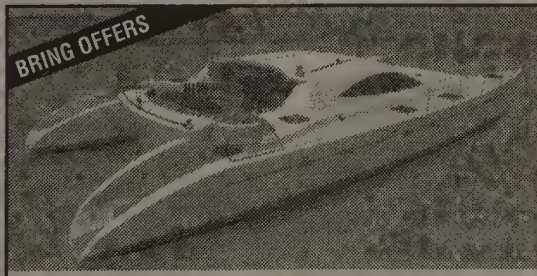


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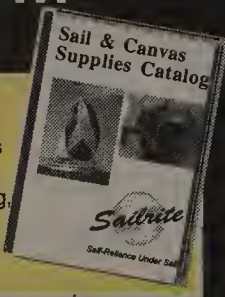
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LETTERS

paid three to five months in advance. They also had to pay an additional \$750 for cargo insurance.

According to Dona's estimate, the ratio of sail to powerboats on the delivery ship was about 65-35. A number of boats were in the 30-ft range, while the largest was 80 feet. The ship was packed to the gills with about 28 boats.

↑↓HELPS A WOMAN PEE LIKE A MAN

Can you ask reader's if they recall a product named 'The Boater's Friend', possibly from as long ago as the '80s? The product was an external urinary device that women could wear sailing. The little crotch-shaped plastic cup had a funnel connected to a leg bag to collect urine for times when high seas made using the head difficult or impossible. I hope someone can help me locate these folks, because I'd like to joint venture with them for another application of the product. Thanks for your help.

Betty Wheeler

Betty — That product was advertised in *Latitude* many years ago. We think it was called the Sani-Fem. And as we recall, it was a body-conforming plastic funnel that allowed women to pee like a man — in other words, standing up. However, we don't remember the leg bag for collecting urine. When the product no longer was available, women continued to inquire about it — sort of like when the sponge suddenly disappeared.

Whoa! We just Googled 'Sani-Fem' and it turns out they are still available — but they don't have any bag — at outdoor recreation stores. As REI describes it, "The device permits women to urinate while standing — indispensable when surrounded by a field of poison ivy or hideous public toilet seats!" They sell for \$23.50 and come with graphic instructions on how to use them.

↑↓NO WAKE IN ESTUARY?

Do you have any information about the new no-wake law in the Oakland Estuary? I know there were discussions with the City of Oakland and Alameda regarding a no-wake zone. I also know my powerboat dock neighbor at Grand Marina received a ticket for violating the no-wake law on Opening Day.

However, when I motored out of the Estuary, I couldn't find any no-wake signs or buoys — except for right in front of the marinas where they have always been. It's certainly not clear where the no-wake area actually is. I checked the USCG website, but nothing was mentioned.

To a 'rag man', this is all academic, of course, but it would be nice to know if there is a no-wake zone in the Estuary.

Paul Goyke

Cariad, Caliber 38
Alameda

Paul — There is no 'new' no-wake law in the Estuary, it's just that people and businesses who have been having their property damaged have been complaining more to Oakland and Alameda officials, so more citations are being issued. Call it increased awareness and enforcement.

To review, it's California state law that no boat — not even an inflatable that doesn't throw out a wake — can go faster than 5 mph — about four knots — within 200 feet of a floating dock. There don't have to be any signs to indicate this, boat operators have to know the law. In addition, no matter where you are, you're always responsible for your wake. If you're 500 feet from a houseboat and send out such a wake that it

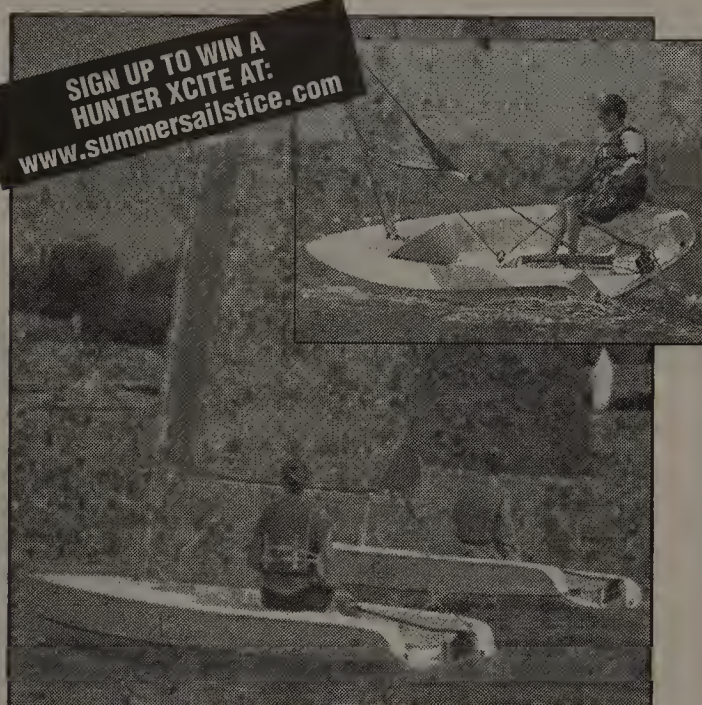
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LETTERS

knocks all the dishes onto the floor, you gotta buy new ones. There is nothing new about any of this.

Speaking of the Estuary, a while back somebody wrote in to complain that there was a roped-off area of water at the Encinal Terminals, saying everyone should have access to it. Like some other properties along the Estuary, this was originally land that was dug out, and although it's water, it's still private, not state property. Boaters and kayakers who go in those areas are technically trespassing.

↑↓THE ENGINE PROBLEM IS FINALLY SOLVED

We finally have a happy ending to the trials with our injector pump which, you may remember, caused us to be late to the start of last year's Ha-Ha. Readers might find it interesting in that it demonstrates how complicated it can be to solve some engine problems.

The Problem: In normal conditions our 88-hp Yanmar diesel would power up to 3,400 rpm under the load of our 20-inch Max Prop on our Tayana 52. But we experienced a problem with the diesel auxiliary not powering over 2,000 rpm under the same load. The max output without load is 4,200 rpm.

The First Occurrence: We had no problem motorsailing into heavy weather coming down from Anacortes, Washington, to San Francisco at 2200 to 2800 rpm — with 3,400 rpm on demand when we crossed breaking bars. On the delivery from San Francisco to Newport Beach, we ran at 2,600 rpm until Point Conception, at which time we slowed to 2,000 rpm for six hours. When we tried to speed up again, the diesel would not go over 2,000 rpm, even under full throttle. And the turbo would not spool up.

The Diagnostic Decision Tree: We quickly ran through our simple skills without results. Through the efforts of a series of professional diesel mechanics, we created the following diagnostic flow for debugging this problem. Some of this was so simple, yet creative, it was worth taking notes.

Suspected Problem — Restricted Fuel.

Step #1 — Visual inspection to see that there was plenty of fuel in both tanks.

Step #2 — Visual inspection to see that the fuel filters didn't have air or contamination.

Step #3 — Replace filters. Still no change in power.

Step #4 — Run engine off one gallon day tank connected to hose from the top of the secondary filter. Still no change in power.

Step #5 — Replace secondary filter again. Still no change in power.

New Suspected Problem — Overpitched Prop.

Step #1 — Replace Max Prop with fixed 3-bladed prop that was originally shipped with boat. No change in power.

New Suspected Problem — Restricted Air Flow

Step #1 — Remove exhaust pipe from engine and run under load. Still no change in power.

Step #2 — Visually inspect turbine vanes by removing air breather. Turbine spooled freely. Still no change in power.

New Suspected Problem — Lift Pump Failure

Step #1 — Hook up fuel straight to the injector pump by bypassing all filters and lift pumps, and using a small electrical pump. Still no change in power.

New Suspected Problem — Bad Injector Pump

Step #1 — Remove pump and bench test at specialty shop. Tested to specs.

Step #2 — Reinstall injector pump. Still no change in power.

New Suspected Problem — Bad Vacuum to Governor

Step #1 — Visual inspection. Hose all right.

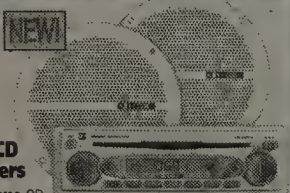


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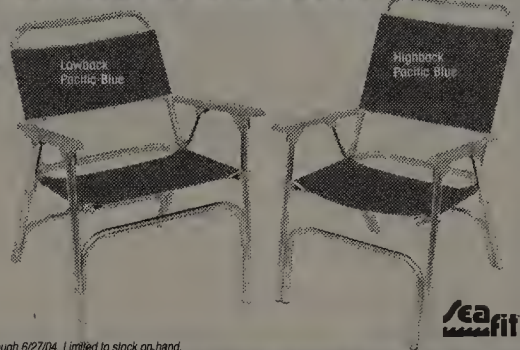
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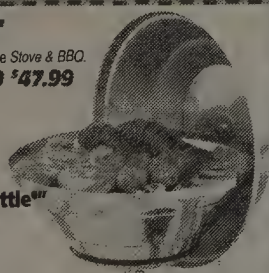
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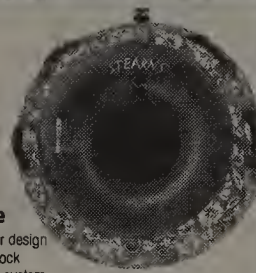
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New Suspected Problem — Bad Injectors

Step #1 — Remove and POP test at mechanic. Tested all right. Still no change in power.

New Suspected Problem — Bad Compression

Step #1 — Test each cylinder while injectors removed. Tested all right @ 380 PSI.

New Suspected Problem — Bad Injector Pump

Step #1 — Remove and replace with new pump from Yanmar. Engine ran at 2,500 rpm and turbo spooled up. But still cannot achieve full power under load.

New Suspected Problem — Overpitched Prop

Step #1 — Remove fixed 3-bladed prop and replace with Max Prop. Full power at 3,200 rpm. Finally!

The lessons we learned:

1) At each step, the mechanic thought he had the problem solved. The injector pump "never fails," and it tested OK. A mechanic did say sometimes they test OK but don't work under real load conditions — which are apparently hard to replicate on the bench. In any case, that was our problem. We exhausted every other avenue before buying another injector pump because it cost \$1,600 — plus airfreight. We also had to wait for a second replacement pump because the first one arrived with a hard failure.

2) I always thought that boats that don't make the Ha-Ha or start late were guilty of not trying hard enough. Well, we airfreighted two injector pumps, and the first replacement



LATITUDE / RICHARD

Once they finally got their engine fixed, Kirby and Pam could laugh about it.

one was bad. We drove to FedEx to pick it up. We airfreighted the fixed 3-bladed prop to try it in place of the Max Prop. We had two divers replace it while *Beach Music* was tied to the Balboa YC, as there wasn't time to have the boat hauled. We used four different mechanics to repair the engine because we had to move to San Diego before the problem was fixed in order to make the start. After all this effort and expense, we still had to start two days late — but we did catch the fleet at Turtle Bay in time to make the beach party. In the future, I will have new-found respect for other boats with technical problems — rather than assuming they didn't try hard enough to make the start.

3) Perseverance, time and money ultimately brings results.

Having been in Mexico for the season, we agree that cruisers down here are obsessed with the weather. Even those who were groomed by the strong winds on San Francisco Bay seem pretty timid.

We've been enjoying *Profligate's* reports from the Caribbean.

Kirby & Pam Coryell
Beach Music, Tayana 52
 Northern California / Mexico

Kirby — That's a diagnostic tree that would be good for a whole lot of diesel woes. Thanks for sharing it.

[illegible]

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LETTERS

↑↓LONG-DISTANCE SAILOR

I have seen the term 'long-distance sailor' used several times, and would like to know your definition.

William S. Devey

William — It's a completely subjective term. Here at Latitude, we'll consider anyone who takes their boat 1,000 miles from home to be a 'long distance sailor'. But to be a 'bluewater sailor', a person would have to cross an ocean — or at least half the Pacific. Kirby Coryell in the previous letter, for example, would fit our definition of both. He's done two Ha-Ha's that have taken him more than 1,000 miles from home, and a doublehanded TransPac.

↑↓SHE CAN WORK, BUT I'M STAYING RETIRED

The final chapter in most sailing stories begins with the words "The sea was angry that day, my friends." Oddly enough, my tale ends with, "Oh sh-t, honey, come look at this!" My wife Cherie's exclamation woke me from my nap on the deck of our sailboat in the Santa Cruz Island sunshine, and I tumbled down the companionway to see what the problem could be. It was bad news all right.

When we left the San Francisco Bay Area over a year earlier to live and cruise on our 42-ft sailboat, we had sold, donated, or just given away the house, cars, winter clothes, and other assorted stuff, and moved aboard the boat for our big adventure. We had planned to gradually, over many years' time, work our way down the California and Mexican coasts and join the hundreds of other cruisers enjoying Margaritaville-land. At that point, we had gone as far south as San Diego for several months before returning to cruise in the Channel Islands National Park off the Southern California coast. We had shared hundreds of evenings of boat drinks and fresh-caught fish dinners with other cruising boats in exotic coves, bays and marinas, we'd seen unbelievable displays of sea life, and were happily learning the lyrics of a Jimmy Buffett song.

Now this was about to change, all because one friend at Cherie's old office had our SSB radio email address, and because the little squealer had given it to one of the members of the Executive Committee where she used to work. Cherie's startled expletive and my interrupted nap were caused by an email offering her the Executive Officer job at her old company! The rest of the story can be summed up quickly — it was an offer too good to refuse.

The years after my retirement from the Sheriff's Office had been interesting. Through a mix of good luck, moderate toil and just plain serendipity, beginning in 1997 I worked as the business manager for two different law firms in the Reno area — one with corporate headquarters in Las Vegas, and one which spun off from the Las Vegas firm when the Reno partners bought out the Northern Nevada business. During this time, I continued indulging my love for sailing and Cherie, and I kept a 30-ft sailboat at Lake Tahoe for several years. I had always been intrigued with the idea of sailing away to explore the world, and in 1999 we sold the Tahoe boat and bought a bigger, ocean-capable boat that was on San Francisco Bay. Thus began the era of preparing for our cruise, which is when cash registers all around the Bay Area rang merrily.

In early 2002 it was time to go, so we cast off the docklines and headed south with a little fleet of three other boats. When we eventually hit the Mexican border, the fleet kept going south, while Cherie and I settled in to cruise Southern California. Then came that email.

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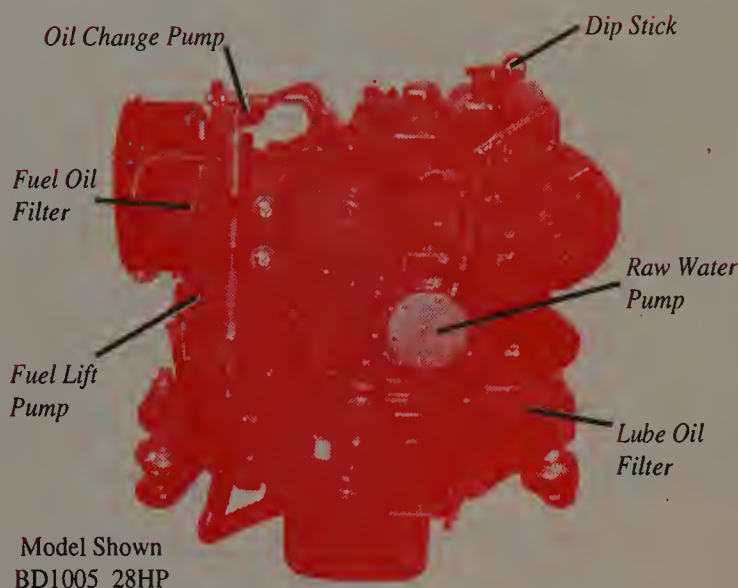


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LETTERS

But that was then and this is now. The boat is back on San Francisco Bay. We bought a house in Reno, cars, clothes, and all that stuff. (When Cherie negotiated her new contract, she told the board, "Imagine standing in your kitchen with every cabinet and drawer open. Turn in a circle and everything you see, I don't own. Now do this in every room in your house, wearing sandals, shorts and a T-shirt, because that's the only type of clothes I have to wear to work.")

Now I divide my time between Reno and our boat in



With Rod and Cherie thinking they were retired for good, they headed out the Gate for Mexico.

Alameda. God bless Marina Village Yacht Harbor for putting us back almost into our old slip! Cherie's job entails a lot of travel, and I'll tag along when she goes somewhere interesting. When I meet her business-world people, I'm often asked, "So, what are you going to do now?" After 21 years of being a cop — well, if anything above the rank of lieutenant can really be called being a cop — and five years of herding lawyers, I'm staying retired!

Rod & Cherie Williams
 Azure, Catalina 42
 Alameda

⇅CHECKING UP WITH DHL

I'm on Michael Finney's volunteer staff at Channel 7, KGO-ABC. I've been reading about the problems shipping stuff to Mexico via the DHL for several issues now. I'll make some enquiries with their corporate headquarters and their media public relations person this week and see what they say. Generally, we get pretty good responses when Channel 7-ABC calls. I'll keep you posted.

Also my wife and I are chartering with The Moorings in St. Martin and St. Barth starting May 19. We're heading down mainly due to your stories over the years. I'm sure we'll enjoy it.

Denny Kavanagh
 Sausalito

Denny — It will be interesting to see what DHL has to say. For even if the real problems are with aduana, it's their reputation that's taking a beating. And other than to Mexico, it's been our experience that DHL does a fine job.

If you like fine sailing, snorkeling, and boogie-boarding around a clean and safe island with a French flair — and you aren't on a tight budget — you should have a great time at St. Barth. However, the island has a very different personality during the Christmas to end-of-April high season than during the rest of the year. Once the high season is over, as is the case now, the island becomes much quieter, all the great yachts have gone on to the Northeast or to the Med, many of the restaurant employees have gone to the South of France to take busier jobs, and there's just not the same buzz. But hey, it's still a terrific place with some wonderful people.

⇅I'M MOVING TO ST. BARTH

I'm moving to lovely St. Barth's to take a job as a webmaster

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LETTERS

there while I begin work on a book and possibly an on-line writing career. I leave in June, and my future boss says I'll eventually want to buy a boat — which sounds great!

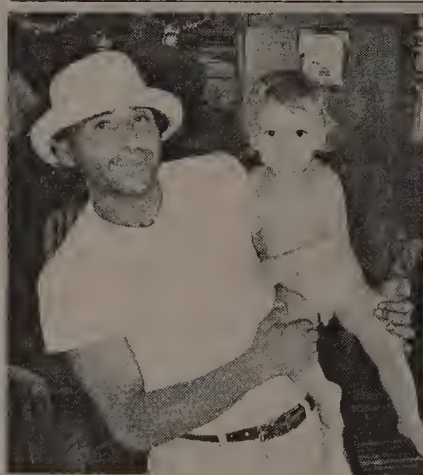
Looking at what rent is going to cost on the island, I'm now wondering if I shouldn't consider buying a boat to live aboard there. I have very little sailing or boating experience, so I am beginning my research with you! Of course, I'm hoping to learn a lot from other boatowners while there, too.

Is there anything you can tell me about what to look for when buying a boat down there? I would need to buy something on payments, and I'm nowhere near rich, but my boss says lots of folks just want to get rid of boats and I won't have a problem buying one. Is that true? Are there great deals to be had? Also, how should I look for financing for a purchase like this? Will some owners finance? Since I will be working for a French company on a French island, will I have to get a French loan? Hope these aren't the dumbest questions you've ever received!

Also, I'm am trying to find some inexpensive way to ship my household belongings to St. Barth, and it occurred to me that you might be able to recommend a private party or budget barge?

Kimberly Ann Kubalek
Portland, Oregon

Kimberly — You'll be arriving at St. Barth during the low season, so you'll be able to find plenty of places to rent. That's far preferable to feeling that you have to buy a boat right away when you don't know anything about them. After all, it would be silly to make such a major commitment not knowing if you'd like living aboard. As such, we suggest you give it a try by



LATITUDE / RICHARD

Who knows, Antonio, our former captain might be your 'boatlord'.

renting a boat to liveaboard. Our old captain Antonio has a Tarran 41 on a mooring in a great location that he and his family just moved off of, and he might — we have no idea — be willing to rent her out. Ask after him at La Marine Restaurant, Le Select, or just about anywhere around the harbor, and tell him we sent you. It being the off-season, we're sure there are other similar opportunities, both on the water and on the land. Having both lived ashore and on a boat at St. Barth, we found the latter to be far preferable. Yes, it's a little more difficult at times — such as trying to take bags of groceries out to the boat during a heavy squall — but the very good times more than make up for it. In any event, make sure you're all set before December, at which time all the seasonal workers return and the demand for inexpensive places to live becomes extreme.

You can send all your stuff to Miami and have it delivered to nearby St. Martin. Just contact any of the marine freight forwarders there. But it sounds to us as though you're about to make a big mistake. Life on St. Barth is very simple, the living spaces are small, and your material needs are almost nil. So all you really need to bring down is a computer and a couple of bikini bottoms, and you're good to go. The last thing you want to do is bring all your Portland crap to the island.

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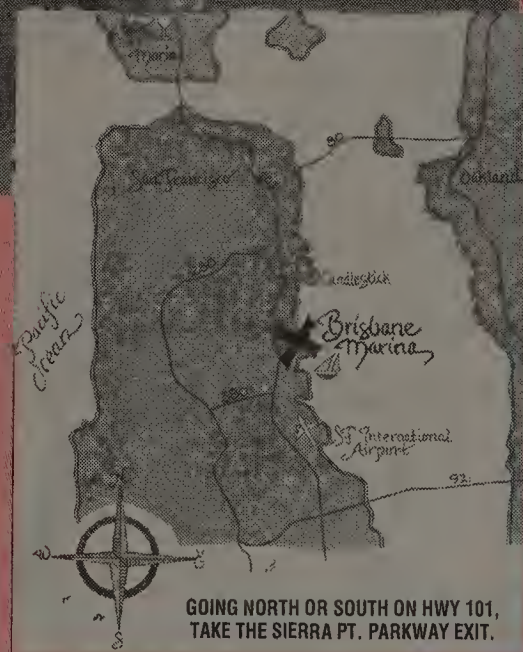
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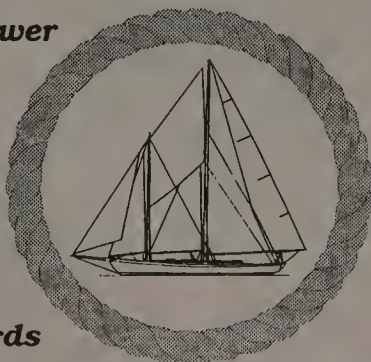
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LETTERS

↑↓BABY STEPS TO PREVENTING SEASICKNESS

The April issue *Max Ebb* story *Spilling the Beans*, inspired me to share my discovery of how to prevent seasickness — and one might not need virtual reality goggles and a full-motion flight simulator. A day on a boat in the Bay might do just as well.

I've sailed a fair amount on San Francisco Bay and felt nothing. I've sailed some on the Pacific Ocean and always felt uneasy, succumbing to 'input-discharges' on three occasions. However, on a recent week-long charter in French Polynesia, sailing interisland in strong winds and high waves, I felt no seasickness at all. It was like sitting home in my living room.

What prevented me from being seasick was spending the first 18 hours anchored by and sailing between Raiatea and Tahaa, two islands both inside of a common reef. That period of continuous but gentle motion prepared my brain's gyros for the roller coaster rides on the ocean. It was wonderful. I didn't know it could be so good.

So my recommendation to sensitive sailors who are going to be sailing on the ocean is to spend a day on the Bay first.

William Andersen

William — Easing oneself into ocean conditions can't hurt. However, we've seen many instances in which it wasn't enough to prevent people from tossing their cookies.

↑↓GLOBALSTAR AND IRIDIUM SATPHONES

I have just a few comments on Satphones following your comments on Globalstar and Iridium in *'Lectronic*.

The problem with Globalstar's network — you couldn't get any calls through from southern Mexico to the Eastern Caribbean, and then only sporadically in the Eastern Caribbean — is that when your call is routed, it goes from your phone up to a satellite and down to Globalstar's closest ground station. If the satellite cannot communicate with both your phone and the ground station at the same time, your call will not go through. This is why Globalstar is restricted to within a few hundred miles of the coast, and only around developed parts of the world.

The Iridium network — which I've been using on my voyages for the last couple of years — is able to route calls between satellites if necessary. So if the satellite cannot communicate with a ground station while communicating with your phone, it will bounce the call through another satellite which can communicate to a ground station. This is why Iridium works in the Arctic as well as 1,000 miles from shore. It's also why the military has contracts through Iridium — which is part of the company's fiscal stability versus the competing Satphone technologies.

Globalstar does have some upsides. I believe it supports higher data rates and probably has better voice quality — if you can connect a call through! I believe the Globalstar and Iridium services are priced similarly.

We used our Iridium phone all over the Caribbean — it worked great in San Blas, the Caymans, the other places we visited, and hundreds of miles offshore on passages.

Greg Retkowski
Los Gatos

Greg — We were aware that Globalstar uses 'bent pipe' technology, which means at best it doesn't work more than 200 miles offshore. But what chafes us a little is that the map on their website showing the coverage area clearly indicates their phones should work along the coasts of Central America

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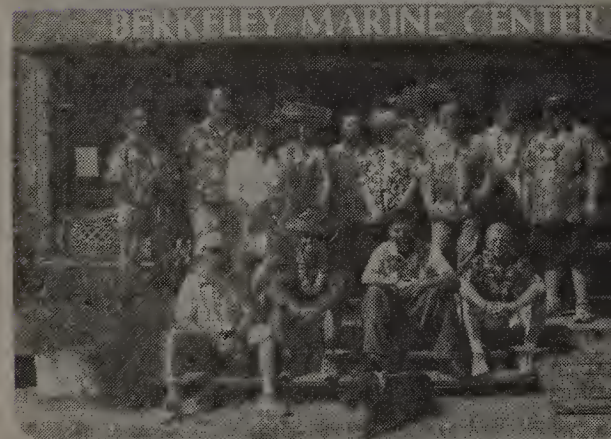
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and Panama, as well as Colombia and Venezuela, and in the Eastern Caribbean. Of all these areas, we and others only got coverage in the Eastern Caribbean, and only sporadically. When the calls went through, the quality was phenomenal. But in those areas it rarely did. As such, we regret that we hadn't purchased an Iridium phone, which has much-improved sound quality and almost universal coverage.

Like regular cell phones, Globalstar and Iridium have phones in different price ranges and minutes on different plans that always seem to be changing. But the prices seem to be coming down. If a cruiser were not going beyond Mexico, we'd say pick the best between Globalstar and Iridium. If going beyond Mexico, Iridium is the only choice.

IN DEFENSE OF MEXICO

I'd like to respond to the May edition letter from Gary Albers of *Ishi*. Although we have far less experience than he, we felt your "familiarity breeds contempt" comment was right on regarding his feelings about Mexico. He's spent many seasons there — perhaps one too many.

My husband and I have been coming to Mexico since the early '90s, mostly on dive trips, but also on *High Noon*, his first boat, when we sailed her from San Diego to San Carlos in '94. We cruised her on vacations, and she stayed in San Carlos until '99 when she was trucked back to San Diego. We bought our current boat, *Dunamis*, in 2001, and sailed to Mexico with the 2002 Ha-Ha. We have been here ever since, other than last summer to visit family. We intend to spend several more years before deciding on our next destination.

Unlike Albers, we felt that there were far more cruisers this year than last — and that belief was supported by other sources. He claimed that the nets were begging for people to check in. Well, I'm the net controller for the Amigo Net on Wednesday mornings, and recently we were trying to find ways to shorten it. So many cruisers wanted to check in that it was averaging 90 minutes, and several times exceeded two hours! Don on *Summer Passage*, who provides a weather report to the Amigo Net, said that in all of his years cruising Mexico and providing weather, there has never been a net to rival the popularity of the Amigo Net. It's not that there are fewer cruisers on the nets like Albers claims, it's just that cruisers have their favorites — and the Chubasco or Southbound nets might not have been them.

As far as the Mexican population being less friendly toward Americans because of our foreign policy, we couldn't disagree more. We have found the Mexican people to be extremely warm, friendly, helpful — and totally unconcerned about America's involvement in Iraq or Afghanistan. We have made many friends in the local population with whom we remain in contact with via email. We have had a few question us about our involvement in Iraq, but more out of curiosity than the need to express a political opinion.

This year we were faced with repowering while in La Paz. Needless to say, we spent almost the entire winter in La Paz, where there is a very active cruisers' net. Off and on derogatory comments would surface about how the Mexican people "hated" Americans and how we were "uninvited guests" in their country. As we met some of the people making these comments, we began to understand why they would feel hated or uninvited — and believe you me, it wasn't because they were Americans. In others who felt this way, we found that it was simply an irrational fear based on something someone else told them or an old preconceived notion.

We asked our Mexican mechanic if it was true that Mexicans hated the Americans. He said, "We treat you how you

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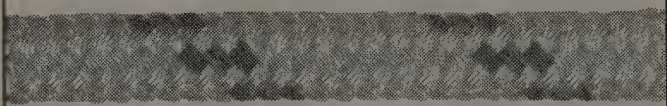
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LETTERS

treat us." Perhaps Albers was seeing a reflection of his own dislike of the current administration and its foreign policy. Personally speaking, we're here so as not to get embroiled in those issues, and haven't found them to be any reason for being disliked or mistreated.

We certainly hope that Alber's comments do not deter anyone from visiting Mexico — or anywhere else, for that matter. Mexico is a wonderful country full of people who are intelligent, friendly, hard-working and anxious to meet us and experience a little of our culture, too. As *Latitude* stated, the biggest problem down here is the ridiculous policy pertaining to checking in and out of ports. But even that is becoming less of a hassle, and pressure is being applied to try to change things for the better.

Dotti & Dick Olsen
Dunamis, Challenger 40
Tucson / San Carlos

Dotti and Dick — We've said it a million times, and we'll say it again — Mexico is by far one of the finest cruising areas

in the world. In addition to the people being extremely warm and friendly, it has a wide variety of cruiser attractions, it's quite safe, and if necessary, can be cruised on an extremely low budget. Given the generally mild conditions, and the generally good but inexpensive health care, there are few

places in the world more suited to retirement cruising. Viva Mexico!

↑↓ I NEVER REALLY GAVE UP ON SAILING

When our children were young, my wife and I would take them out on occasional daysails. Sometimes it would be just the four of us, and sometimes friends would come. But although my wife tried, she never really liked sailing. And once the kids got old enough to carve out their own interests, carving out the time to go sailing was really hard. So I turned my attention to building and using small boats. At this point I'm not sure whether I prefer building or sailing. They offer different thrills, but are both great.

This worked better, but in the end I still had to choose between sailing — or rowing, or paddling — and spending time with my family. It seems to me that unless both parents like sailing, it's hard to find the time to get out on the water. Recreation these days has a lot to do with whatever sport my children are involved with. Both of my boys, now 11 and 13, play baseball, which is nearly a full-time operation between February and July. Occasionally, we go camping, and I always tow a boat along. I have a 15-ft shallow-draft catboat that is big enough for all our gear, and admirably serves as a movable diving platform or means of exploring shallow places. We don't really go sailing to sail; the boat is the means by which we get around for a day of swimming or fishing or snacking.

Although I never really gave up sailing, last year I decided

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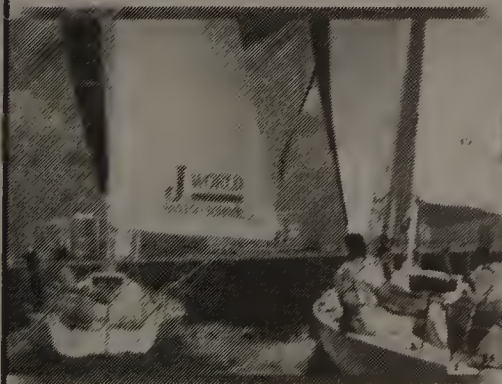


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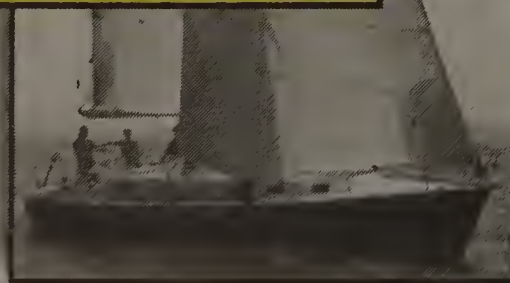
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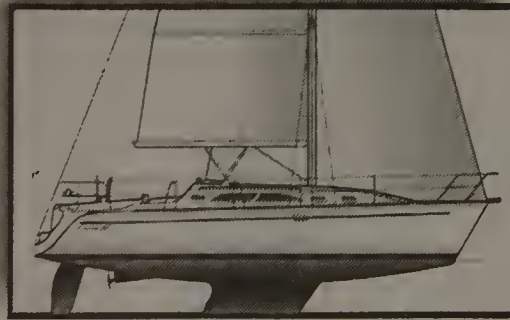


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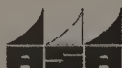
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Consisting of three major Island groups, Vava'u in the North, Ha'apai in the middle and Tongatapu in the south, Tonga offers a tropical paradise unlike any in the world. Vava'u, the group of island we'll be exploring, are formed from volcanic mountains rising from the sea. With an abundance of white sand beaches, protected by colorful coral reefs, the swimming, snorkeling and reef view opportunities are outstanding. We'll be sailing a Wright 41' Catamaran and offering both Bareboat and Cruising Catamaran certifications taught by Head Instructor - John Connolly. Cost per person is \$2760 or \$4970/cabin.

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TAHITI 2004

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that the time had come to really get back to the sport that I love. I bought a Carl Schumacher-designed Alerion Express 28, which should arrive in the Bay Area in early June. I plan to race one-design as often as I can, but I will mostly get out to do Beer Can races in the Estuary. The choice of boat is significant: it was designed and rigged to be sailed singlehanded or with short crew, no spinnakers allowed for one-design racing, it has a small diesel, and, of course, it's a really pretty boat. With such a simple and comfortable boat, I'm hoping that my wife and my children will join me — if only for the lazy evening sail in the Estuary. And who knows, maybe the boys will even find that they like to sail after all.

John Tuma
Fremont

John — Congratulations on your new boat, it's a design we've always admired. Everyone and every family goes through different phases, where at times some recreational activities are more compatible with their lives than others. It's nice that your life seems to be entering a stage where, with your kids entering a more independent phase, you can indulge in your interest in sailing. We think you're going to enjoy it more than ever before.

↑↓TRIMARANS VERSUS CATS

My wife and I are looking at a 41-ft trimaran. Our question is whether there are any negatives about cruising on a tri versus a cat? Is one better than the other, and if so, why?

Rene & Pam Yruretagoyena

Rene and Pam — Never having owned a trimaran ourselves, we put your question to South Dartmouth, Massachusetts, multihull designer Chris White, who built and for many years cruised a 52-ft trimaran of his own design. Last year White took ownership of a new South African-built Atlantic 55 cat Javelin, also his design. He is also the author of *The Cruising Multihull*. Here is his response:

"The recent cat-mania has pushed trimarans into the background as cruising boats. This is unfortunate, because a well-designed trimaran has lots to offer as an ocean-going home. The single greatest negative when comparing a trimaran to a catamaran is that on the basis of accommodations per foot of boat length, the catamaran almost always has more living space. But this cuts two ways. How much interior space do you really need?

"You start your inquiry by saying, 'My wife and I . . .' Well, most cruisers are primarily buying the boat for 'my wife and I' — which usually means a boat to accommodate two with occasional guests. Do you need or want to have four toilets to clean — which is what comes with the standard catamaran layout these days? I don't even have four toilets in my house! Do you need berths for eight to 10? Hopefully not. I don't want to condemn catamarans. After all, I now own one — and a trimaran, too, for that matter — but for mom and pop cruising, trimarans often have all the interior a couple needs. And because they have less interior, and normally one less rudder and one less engine than a cat, trimarans cost less to build and maintain.

"Another negative trimarans have compared to cats is that the tri will usually have greater overall beam for a given length. While cruising, this normally isn't an issue since most of the time you're anchored. But if the tri is so large that the overall beam gets above 30 feet, haul-outs can be hard to find.

"On the positive side, trimarans often have nice sailing qualities. Because they are not crammed full of all the aforementioned

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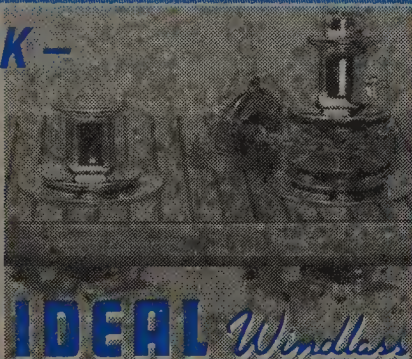
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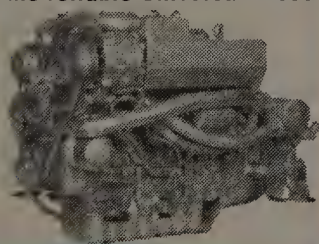
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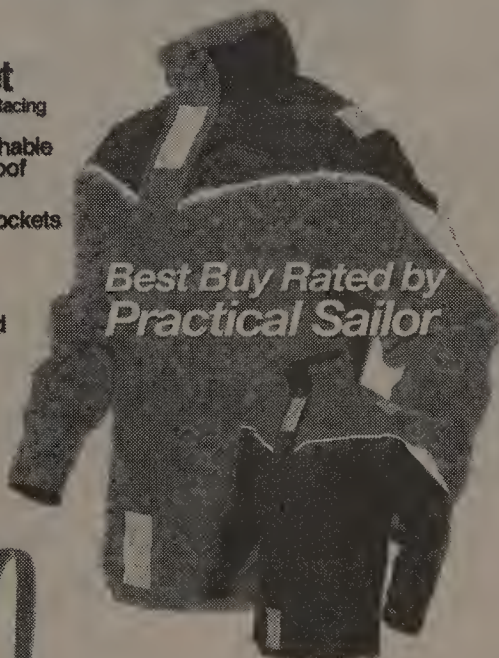
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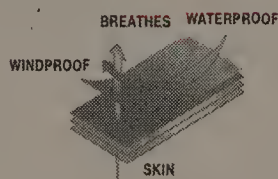
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LETTERS

tioned stuff as most cats, they tend to be lighter and consequently faster than cats. Trimarans offer a more sensitive — even sensual — response to the helmsman, and can be more fun to sail as well. Windward performance is usually good to excellent. Depending on the design, the trimaran is not likely to suffer the "underwing slamming syndrome" that plagues many low bridgedeck catamaran designs. This means that in rough water the tri often is kinder to the crew.

"Another positive aspect of tris is that they can often be bought at very reasonable cost. While the secondhand market for trimarans is much thinner than for monohulls or catamarans, occasionally there are some choice items. The older crop



COURTESY CHRIS WHITE

Although Chris White now owns a cat, he also still owns and loves the 52-ft tri that he built years ago.

of Pivers and similar designs have pretty much self-destructed by now, and I'd steer clear of all the pre-epoxy wooden tris. After the mid-1980's, most tri's were built in wood/epoxy (WEST System), and these are, if well-designed, generally very long lasting structures. A few were professionally built, but most were owner constructed. Some of the best trimarans I've seen were owner-built — as well as some of the worst. Get someone who really knows multihulls to survey any trimaran that you might be considering.

"As for designers, a good bet is to look for trimarans designed by Brown, Cross, Crowther, Marples, Newick — and, of course, White."

↑↓LOOKING FOR A PART OF MY CHILDHOOD

Over 20 years ago while living in Alaska, my parents built Askari, a 45-ft trimaran. It took seven years to build in our backyard because of their full-time veterinary practice. Most of my childhood memories include the 'boat barn' and the ever-present smell of fiberglass and epoxy on my folks' clothes and skin.

Askari was launched in Anchorage in 1984, at which time she was black with red and orange trim. My parents rigged her up for commercial fishing in Southeast Alaska. They later sold Askari and built a more traditional fishing vessel.

I believe they sold the Askari in Anacortes, Washington, in the late '80s. If anyone knows anything about her current whereabouts or owners, I'd love to learn more of her travels and adventures, mostly as a gift to my dad. I can be reached at: tele_aadsen@yahoo.com.

Tele Aadsen
Seattle, Washington

↑↓SETTING THE RECORD STRAIGHT

I noticed two errors in the May issue. First, the photo on page 46 is of Waikiki Beach, not the Honolulu Harbor entrance.

Second, on page 118, you write that the 173-ft Salperton

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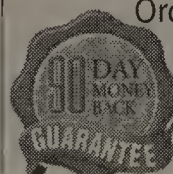
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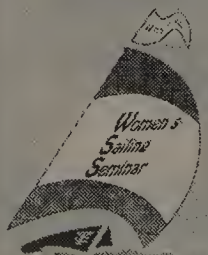
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is the largest sailing yacht ever built in New Zealand. I was in Auckland this year where I saw *Tiare*, a 180-ft sailboat that had been launched in March by Alloy Yachts. So she's a little longer.

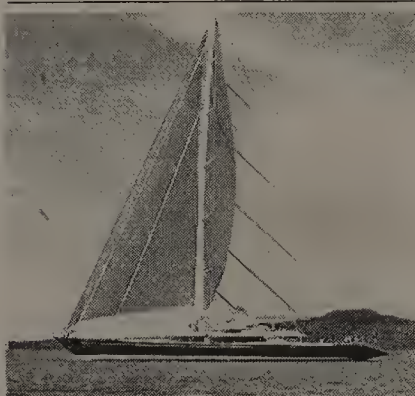
It was still a great issue. I've subscribed since 1983. Aloha.

Bob Buell

Haleiwa, Hawaii

Bob — We blew the last-minute Waikiki photo caption. Sorry, we'll try to do better in the future.

As for Salperton and *Tiare*, we were just a bit behind the curve. When the 172-ft ketch Salperton was launched by Alloy



'Tiare' now has the status of being the largest sailboat ever built in New Zealand.

loy in 2002, she was the largest boat ever built in New Zealand. But when the 178-ft sloop *Tiare* was launched this March, also by Alloy, she took the title by six feet. As we understand it, both boats were designed by Dubois. The rumor is that the latter's slightly longer length and lack of a mizzen mast are in order to be able to accommodate a helicopter on the aft deck. With a carbon mast that towers 208 feet above the water, *Tiare*

is the tallest possible boat that will be allowed under the Bridge of the America's at the Pacific Ocean entrance to the Panama Canal.

When Salperton was in St. Barth this winter, we were told that she cost \$19 million — "about 40% of what she should have cost because the Kiwi currency is so cheap."

↑↓HELP ME CHANGE MY REGISTRATION

I have a dilemma — which I don't think is unique to me. My old VHF is an Icom M-127 with DSC distress capability. When I bought the radio four years ago, I registered my contact information. I know the DSC works, because the installer accidentally activated it, and I got a prompt phone call at work from the Coast Guard.

Fast forward four years, and I'm upgrading my VHF and would like to sell or give away my old VHF — but I can't find a way to change the distress contact information. I don't want the Coasties to call me when the new owner has a problem. I've searched the web, emailed the ITU, emailed Icom, and read everything on the Coast Guard website, but am none the wiser. It's apparently possible to register through Boat/U.S., as that's how I registered my new radio, but it's not possible to change an existing registration through them.

The Coast Guard has enough distractions without trying to answer distress calls with bad contact information. Can you help with a solution?

P.S. The radio upgrade is prompted by my intending to participate in the Ha-Ha this fall!

Russ Irwin

New Morning

Sausalito

Russ — We're not surprised you've had trouble figuring out how to change the registration, because, unlike the EPIRB registration, the one for DSC is a real mess. Furthermore, it seems as though one's Maritime Mobile Service Identity (MMSI) can

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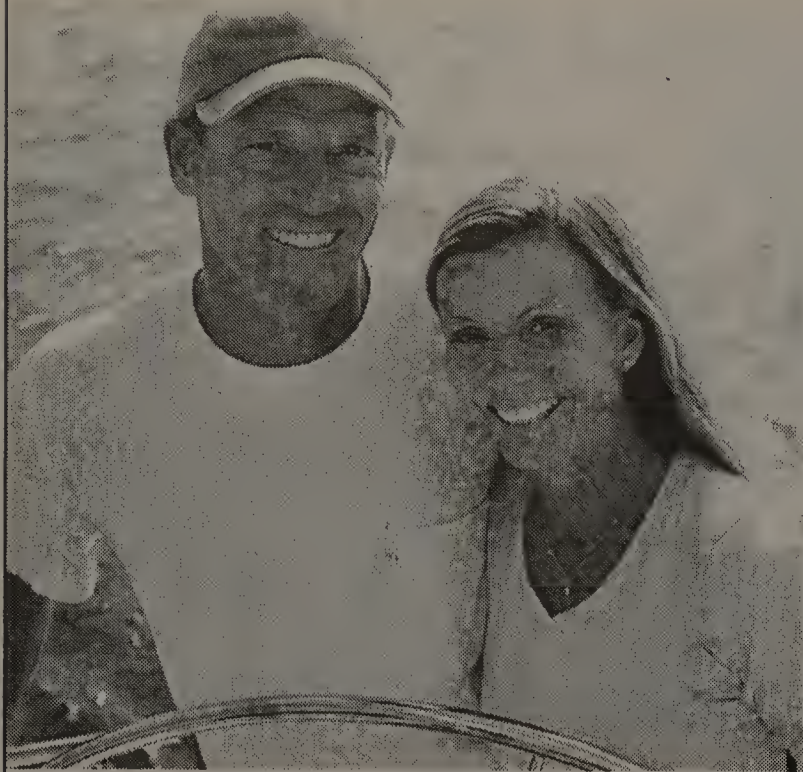
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LETTERS

be registered by any one of at least four agencies, the F.C.C., Maritel — which apparently goes in and out of operation, Ceto, and BOAT/U.S. You'd think a single registry would make sense, wouldn't you? When we asked Sandy Wills at BOAT/U.S. how to change the registration, he told us you have to go back to the agency with whom you first registered — assuming that you know who that is and that they are still around. Wills agreed that it's ridiculous, and blames the F.C.C. for coming up with an idea and not figuring out how to implement it. In any event, call Wills at (800) 563-1536 and he'll try to help you out.

If anyone else has better information, we'd sure like to hear about it, because you might not be the only ones with this problem. The Coast Guard, based on our many phone calls, is clueless about the whole thing.

↑↓SEARCHING FOR ANSWERS ABOUT PROTOCOL

I recently experienced some minor controversy regarding the proper display of Yacht Club Officer's Flags. It seems that it is common practice to display the Commodore, Vice Commodore, Rear Commodore and Fleet Captain — in that order — from starboard to port — assuming the "gaff points aft" — from the club flag pole. I was amazed, however, when I started searching for some protocol, tradition, common practice, or some precedent when it comes to other officers' flags. I have been unable to find anything regarding proper display of any of the other flags, like Director, Secretary, Treasurer, Port Captain, Staff Commodore, etc. Is there some protocol somewhere or is that left to the individual clubs to establish their own protocol? If anyone knows I'd love to hear from them at: Capntom2@cox.net. Please don't bother with opinion — I've got an overabundance of that already!!

Tom Daggett
Sandpiper
Laguna Niguel

Tom — Maybe one of our readers could help. God knows we can't, as one of our many shameful character defects is that we're probably the least formal and unprotocol-ish beings on the face of the earth. It's wrong, we know, but we haven't been able to do anything about it. During our recent anniversary cruise of the Caribbean, we used the French flag as a courtesy in nine different countries — eight of which don't salute the Tricolor when it's raised.

↑↓WHERE DO I LAUNCH AND BERTH MY BOAT?

It would be great to see an article on the unavailability of guest berthing around San Francisco Bay. I recently bought a Corsair 24 trimaran, and with a race coming up this weekend, had nowhere to launch my boat and keep my truck and trailer overnight, as well as nowhere to berth the boat for Saturday evening. I've spent all week working on this.

I'm horrified to see this happening — has the Bay Area become so crowded that after 20 years of sailing in this beautiful location I can't use my boat for more than an afternoon daysail?

I cancelled my plans to race this weekend, and am off to Santa Cruz and Monterey Bay for the weekend, as I've run out of options around San Francisco Bay. Granted, I have a trimaran, but with the ease of folding her amas to the main hull, I wouldn't think it would be such an issue.

It would be great if you could do a little research into this, and report on what's happened to our nice Bay in the last few years. By the way, I started out with a 22-ft trailerable sailboat and never had a problem staying anywhere with a couple

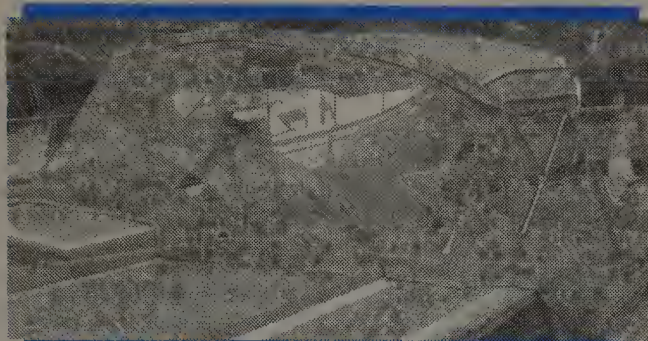
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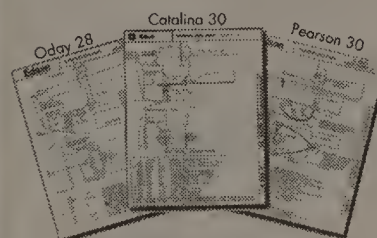
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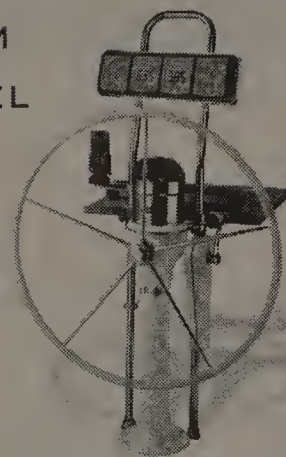
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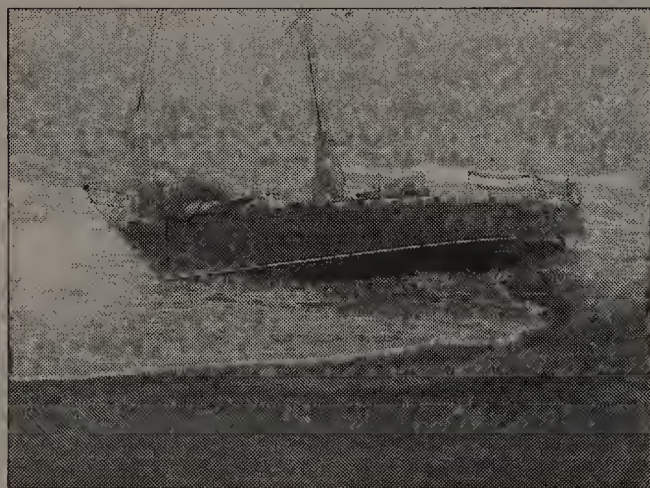
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LETTERS

of days notice to marinas.

Lehel Garami
Corsair 24 Trimaran

Lehel — We don't understand. An F-24 can be launched from a hoist or from a launch ramp, and there are plenty of both around the Bay Area. Just for fun, we called up Clipper Yacht Harbor in Sausalito, and they said two folding tris had been launched from their facility the previous weekend. And they, like most places with ramps, have parking for trucks and trailers.

As for overnight berthing, almost every yacht club that hosts a race offers the option of at least rafting up at their club.

We think you should call the F-24 class association and find out what all the other F-24 owners do.

↑↓BRUCE BINGHAM COULD HELP ME WITH MY TAXES

I'm the owner of a Bruce Bingham-designed 49-footer, which was apparently built in Santa Barbara in 1983. In order to get tax exempt status in the European Community, I require proof of build — something that I don't have. Do you have a contact address for Bruce Bingham or his company? Your assistance would be greatly appreciated.

Alexander Brodie
Scotland

Alexander — We've looked and asked all around for Bingham, but can't find him. Maybe one of our readers can help. On the other hand, maybe somebody knows about a 49-footer that was built in Santa Barbara in '83. There couldn't have been many of them.

↑↓CALLING ALL CAL 40s

I'm assembling a contact list of all Cal 40s in the Bay Area. I'm in contact with several owners, but I still spot others around the Bay and would like to get in touch with them.

I'm also wondering if any other Bay Area Cal 40 owners would be interested in getting the fleet together for a visit one day this summer. Possibly at Angel Island in late July or August for a raft-up. It would be great to compare ideas, experiences and inspiration for these great boats over a BBQ and a beer. I would be willing to coordinate dates and venue if there is interest.

Tom Dougherty
Patriot, #131

tfdougherty@comcast.net / (415) 927-0501

Readers — As many of you know, the Cal 40 class got a huge boost last summer when, on the design's 40th anniversary, they had the only one-design class in the TransPac.

↑↓SHORTHANDED SMALL BOATS IN THE HA-HA

I sailed as a crewmember in Ha-Ha II, and as a skipper in Ha-Ha 10. I'd like to start by saying thanks to Ha-Ha Honcho Lauren Spindler and her crew, the unsung heroes of the Ha-Ha.

Next, I want to offer some tips. Looking at the entry list for several years, I've found the typical Ha-Ha entry is:

- about 41 feet long
- has a crew of four
- has a lot of freshly-installed, brand-new systems and components to enhance creature comforts.

My unscientific observation is that the average time for the fleet to transit each leg is getting shorter because the sailing and powering speeds of the average boat is getting

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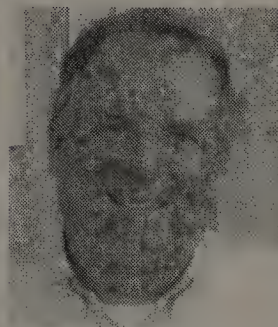
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LETTERS

faster. So what about smaller boats with shorthanded crews — those of us in the 35-ft and under classes, the left-hand side of the bell curve, the boats that depress the average? How can we overcome the disadvantages of having generally older, heavier, smaller and slower boats? I think the answer is attitude — and offer the following tips:

Eight Simple Rules For Ha-Ha Happiness In Short-Handed Small Boats

1) Be Prepared. Sure it's a Boy Scout cliché, but it got that way for a reason. The wrinkle here is the attitude that practice and seamanship are way more important than gizmos. You can read about and equip a boat with all the right stuff, but it does you no good if you can't use it at 0300 on a moonless, sleep-deprived night in a near gale. Here's a radical idea. One or two months before departure for San Diego, stop installing and start sailing. Try for at least two overnight passages for shakedown cruises. Give yourself enough time to overcome the improvements and build up confidence in all the new stuff. This rule is the most important one because it helps you arrive at the starting line relaxed and confident. And while in San Diego, avoid the temptation to make that 'one last improvement'.

2) Accept the fact that you are probably going to power. A lot. Make sure that you can power at least 500 miles non-stop, without refueling. The engine, fuel supply, drive train and cooling equipment all need to be bulletproof. How can this be a valid rule when the longest leg is only 360 miles from San Diego to Turtle Bay? Consider that there is a time limit for each leg, and that the starting time is fixed. And that you might have to take the weather as it comes. There might be too much wind, too little wind, it might come from the wrong direction — it might even be just right! Consider also that it's time-consuming to obtain fuel in Mag Bay. Add to that the possibility of no wind at all on one or more legs. The exception to this rule is, if you've got the moxie to drop out of the Ha-Ha along the way. In that case you can wait out bad weather and not have to power.

3) Know the best tactic for your boat when the course made good is dead downwind. If you and your shorthanded crew are spinnaker buffs and your self-steering can handle it — that's doubtful — or you don't mind hand-steering, more power to you. Tacking down wind is another possibility.

4) Self-steering is one of the most important pieces of equipment on the boat. Take lots of spare parts and cater to its needs. One boat we met at the Cabo fuel dock had three autopilot drive units onboard, could predict the unit mean failure rate, and replace one in any conditions. It also doesn't hurt to use a system that is at least one size up from what the manufacturer recommends. That certainly worked very well for us. Due to Rule #2, you can't depend solely on a windvane.

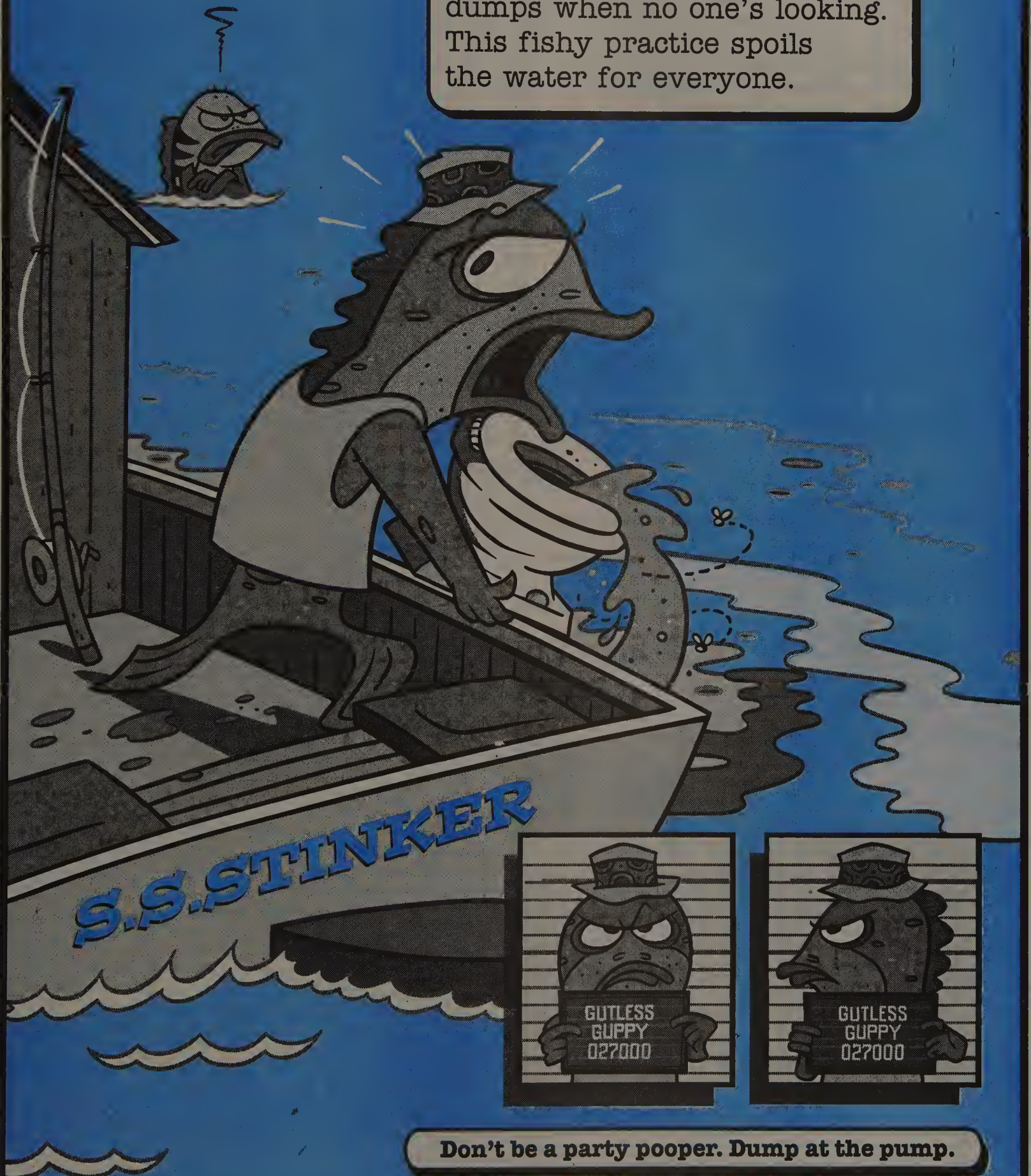
5) Accept the fact that you are unlikely to finish first in the fleet, and that there is no practical advantage to arriving first at any of the destinations anyway. Turtle Bay, Bahia Santa Maria and Cabo San Lucas all have huge anchorages. If you must have a slip in Cabo, sign up early. We got a slip, but it was not worth the hassle, heat, still air, tourist touts, cold showers or the crowded laundry at the marina. You can experience all those things and not pay for the privilege by anchoring out. Going too fast only tires out the crew and increases the chances of breaking equipment.

6) Sleep is your friend. Shorthanded crews should not count on sleeping until Cabo. Rest stops are for R&R — rest and repair.

7) Your ground tackle and anchoring technique should be impeccable. Nights at anchor are for sleeping, not anchor

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LETTERS

drills.

8) Excess toys take up valuable space and slow you down. Shorthanded crews are seldom bored. While on passage, sailing the boat, standing watches, getting lots of sleep, and cooking and cleaning up give you plenty to do. Take the books for sure, but think three times about other diversions.

Think positive. Slip, port and fueling costs in Southern California and Cabo are climbing and are, of course, proportional to boat size. Smaller boats can take advantage of simpler systems, less maintenance, fuel economy and lower overall costs.

Bill Willcox
Faith, Scandia 34
Ventura

Bill — For the last three or four years, the average size of a Ha-Ha boat has been 44 feet, and the average number of crew has been four. Your interest in small boats in the Ha-Ha inspired us to see how many 30-ft and under boats finished the event in its first 10 years. See this month's Sightings for the complete list of these boats.

Thanks for the small boat tips. May we comment on them?

We agree, during the last two months before the Ha-Ha, it's more important to hone one's sailing skills than it is to add another creature comfort. Make sure you know, for example, how to reef your boat on a dark night so you'll be comfortable and confident if the wind and seas come up. But we think it's equally important for small boat crews to have a spinnaker or



The Nor'Sea 27 'Neverland' was looking good at the start of the 2001 Ha-Ha.

gennaker and know how to use it in light, downwind conditions that are likely to be most common. Small boats need these downwind sails more than big boats, and because small boat chutes and gennakers are small, they're easier to handle. Besides, this is the sail you're going to use a lot later on in Mexico.

We think having fuel for 500 miles is overkill — and unnecessarily weighs the boat down. It's possible to buy fuel at Turtle Bay 360 miles down the track, and if you run low on the 240-mile leg to Bahia Santa Maria, you'll be able to buy some from one of the big boats for the remaining 180-miles to Cabo. Besides, we can only recall one leg out of the 30 Ha-Ha legs so far where there wasn't any wind for an entire leg. For what it's worth, a Cal 25 did one of the early Ha-Ha's and only carried about 12 gallons of fuel. If someone does run out of fuel, all they have to do is channel the Pardeys, who have sailed their small and engineless boats all over the world.

Since most Ha-Ha legs are dead downwind, it's important to know how to get the maximum VMG to leeward. Even if you're going to fly a spinnaker or gennaker, make sure you know how to sail deep, not just fast. If you don't have any experience doing this, get a racer to go out with you and demonstrate for an afternoon. If you're not going to be carrying a chute/gennaker, perfect your wing-on-wing technique, which you'll probably want to use at night anyway.

A lot of autopilots fail because they're tortured to death. Make sure you're always sailing with the boat balanced, oth-

Cabo Rico 56

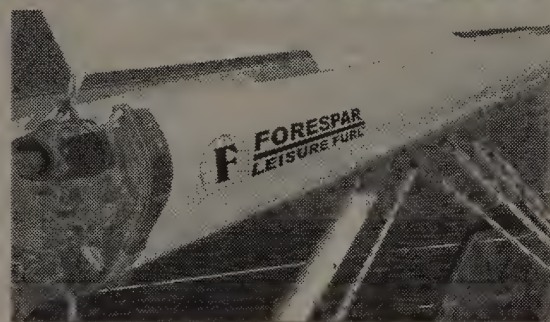
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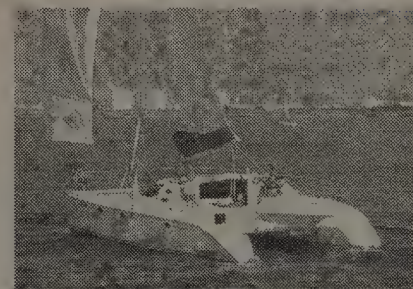
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LETTERS

erwise you might as well be beating on your autopilot with a hammer. Rather than carry a boatload of expensive spares, we think it's better to get one that works right before you take off. Supersizing the autopilot is never a bad idea.

A small boat is not going to finish first in the Ha-Ha fleet. But big deal, as the goal of the Ha-Ha is not to be the fastest, but to have the safest and most pleasurable trip to Cabo. Yes, there is plenty of room to anchor at all the stops, particularly for small boats. When it comes to berths in Cabo, it's easier to fit in a 29-footer than a 50-footer.

Adequate sleep is indeed the sailor's friend, and fatigue is the enemy. Ha-Ha Honcho Lauren Spindler — who thanks you for the kind words — strongly urges that every boat have at least three crew. It's easier on everyone. Ha-Ha parties in Turtle Bay and Bahia Santa Maria never run late because everyone knows it's a long trip, and that the time and place to party — and maybe have a drink or two — is Cabo.

It's easy to anchor almost everywhere in Mexico. Nonetheless, make sure you have adequate gear and know how to set your hook well. It's a bummer to wake up in the surf.

NO IDEA WHAT'S GOING ON IN HAWAII

What has happened to *Latitude* being available here in Hawaii? We decided to spend a year here after coming over from the Puerto Vallarta area. Life has been good, but there haven't been any *Latitudes* since the March issue. Today West Marine told us they had no idea what was going on. Help!

We've been staying at Keehi Marine Center since November, which is when the Ala Wai Yacht Harbor condemned all those slips and asked all the transients to leave. Other than the noise of all the airplanes taking off overhead, it's a very friendly place.

We'll start our return to California at the beginning of August, and will then return to Mexico.

Bill Yeargan & Jean Strain
Mita Kuuluu, Irwin 37
Keehi Lagoon, Honolulu, Hawaii

Bill and Jean — We deliver two bundles to Ala Wai Marina on Ala Moana Blvd, and another to Ko Olina Marina. The deal is that it's so expensive to ship such thick magazines to Hawaii that we can only do it if somebody picks up the freight cost. The West Marine store used to do it, but when they tried to get reimbursed by customers, the customers balked, so they dropped out.

OUR BEST PERFORMANCE EVER

What, no mention of this year's Newport-Ensenada Race? It hardly seems fair, as it was our best performance ever with my 52-ft cat *Afterburner*. We won first overall on elapsed time (for the third year), first overall on corrected time, plus the same honors in class and some other trophies. Our more than five trophies put our tiny Pierpont Bay YC in first place among yacht clubs for the number of trophies won.

I wouldn't have mentioned this if we didn't read *'Lectronic Latitude* all the time.

Bill Gibbs
Afterburner, 52-ft cat
Pierpont YC, Ventura

Bill — Congratulations on the terrific performance! We try to cover all we can in *'Lectronic*, but the editor was halfway between Antigua and Panama and didn't catch the news. We'll try to do better when you do the Santa Barbara to King Harbor Race in August, and next year's Ensenada Race.

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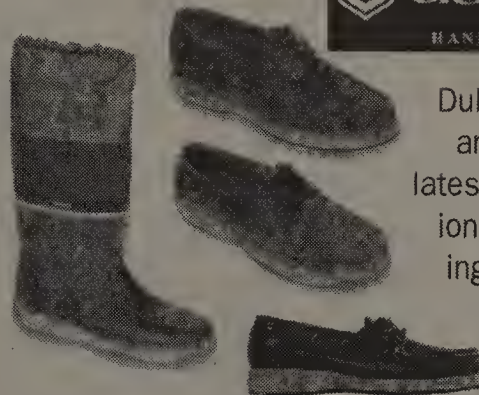


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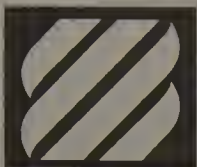
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LETTERS

↑↓HITTING AN ISLAND

I'm responding to the letter last month asking whether a racing boat that hits an island must do a 360° penalty if the island is a mark on the course.

If you run aground right next to the island, then you haven't actually hit the island — at least as I would interpret it. The most reasonable definition of an 'island' only includes the part that's above water.

If you do manage to hit the island above the water, then unless you have hit some object "attached temporarily or accidentally" to the island (or in the case of Alcatraz, one of the mooring chains) then you do have to do a 360° penalty.

Here's the applicable rules from the ISAF website:

MARK (definition)

An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line and objects attached temporarily or accidentally to a mark are not part of it.

31 TOUCHING A MARK

31.1 While racing, a boat shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing.

31.2 A boat that has broken rule 31.1 may, after getting well clear of other boats as soon as possible, take a penalty by promptly making one complete 360° turn including one tack and one gybe. When a boat takes the penalty after touching a finishing mark, she shall sail completely to the course side of the line before finishing. However, if a boat has gained a significant advantage in the race or series by touching the mark she shall retire.

For the reader who inquired about videos explaining the racing rules, I don't know of any offhand. But a Google search of 'Racing Rules of Sailing' and 'Software' led me to <http://www.wbbc.wellington.net.nz/links.htm>, which points to some computer animations.

Max Ebb

↑↓WHAT SHOULD WE USE TO DISINFECT THE WATER?

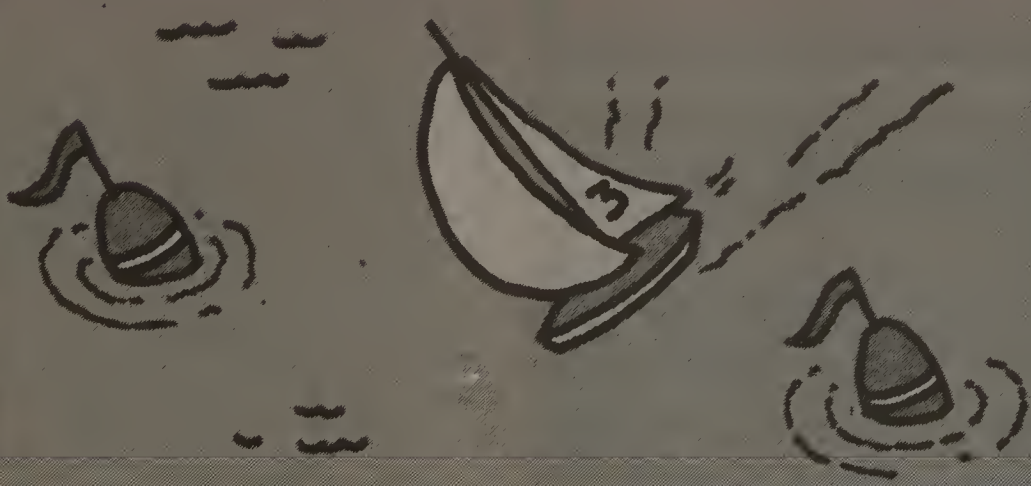
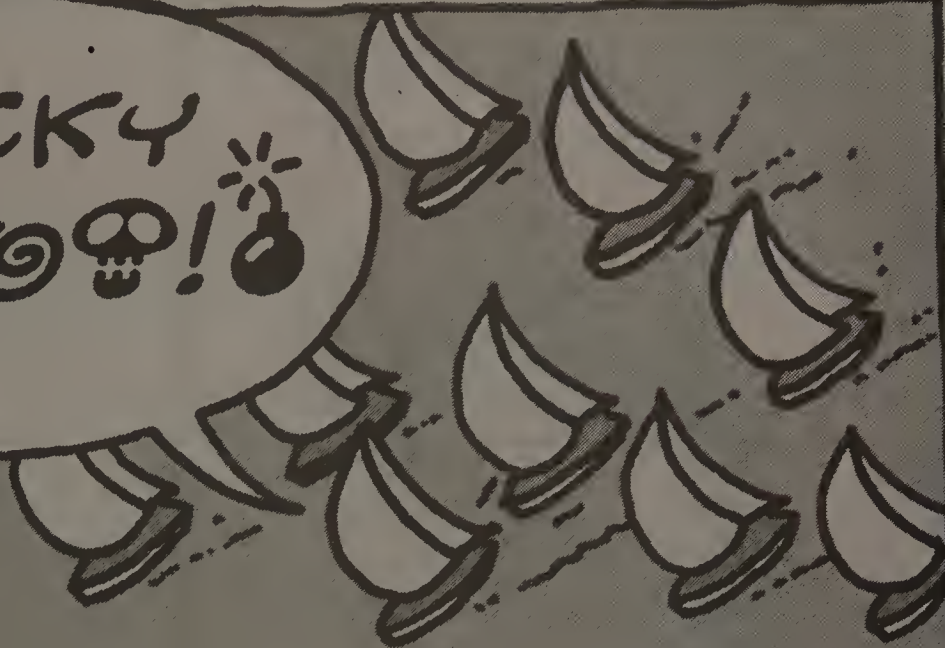
We have 70-gallon stainless steel water tanks on our 1986 Passport 40. Unfortunately, they are pitted. One is leaking so we're in the process of having a new one fabricated. In doing some investigation of the possible cause of the failure, some are saying that we should never use chlorine to disinfect the water in the tanks because it causes the stainless steel to deteriorate. Do you have any experience with this problem? What do other cruisers use if not chlorine?

Jane Woodward
Passport 40

Jane — We're not familiar with the problem because until we got a watermaker, we only drank bottled water, and now that we have a watermaker, we don't need to treat the water. Perhaps some of our readers have an answer.

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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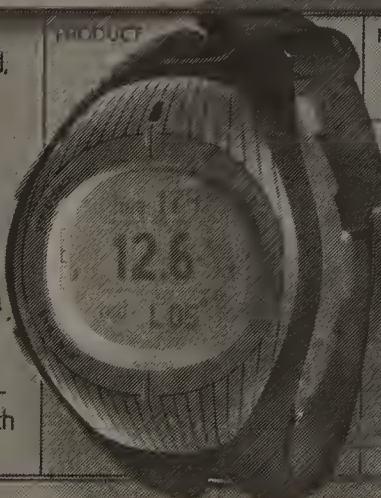
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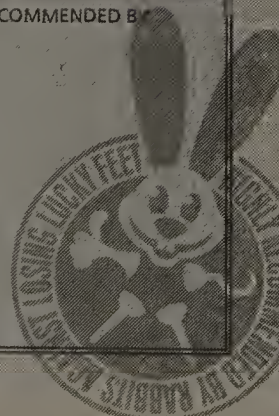
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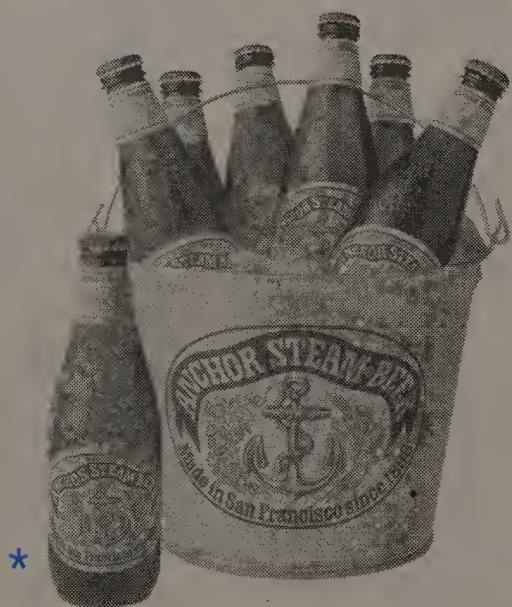
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LOOSE LIPS

'Planet back in orbit.

"www.oceanplanet.org is back, and better than ever," writes Bruce Schwab, referring to the name of his organization and the Wylie-designed Open 60 upon which he completed the last Around Alone Race — and hopes to sail in the upcoming Vendee Globe Race this fall. The Vendee, you'll recall, is the *nonstop* singlehanded round-the-world race generally regarded as the Mount Everest of singlehanded sailing.

But sailing is not all Bruce is about these days.

"As hard as I'm working now to get to the starting — and finish — line of the Vendee Globe, that isn't enough for me anymore. What I enjoyed most from my rather arduous Around Alone voyage was the interaction I was able to have with school kids and young sailors. After the finish, it was an amazing experience to visit some of the teachers and classrooms that had followed the adventure. Seeing the logs, letters, pictures, and even dances that they created about the race really brought home the real value of what we had done.

"For the Around Alone, HSBC Bank created the Global Education Challenge (GEC), which was a big success over most of the world, but had limited traction in the U.S. While visiting classrooms on behalf of the GEC in other countries, it inspired me to create a similar program through The Made in America Foundation and our Vendee Globe adventure. The challenge is to build a 'standards-based' curriculum that uses our around-the-world trip as the glue to keep it interesting. We still have a lot of work to do, but will be partnering with more than one very experienced group to help us do that. So the new section of our website at <http://www.bruceschwab.com/ec.cfm?m=16711L23417977s> > www.oceanplanet.org is just the start of what we hope to do.

"We need your help to pull it off! Time is short, and what my volunteers and I can accomplish on our own isn't enough to do it right. We need to hire experienced help for our educational and shore teams and your donations are the primary funding to make it happen on time.

"I'm going to get *Ocean Planet* around the world, solo, non-stop, in the Vendee Globe 'come hell or high water' (as my Dad used to say). And I'm going to have an education program and website. Hope some of you decide to come on board with one or both of these projects.

SOLAS origins.

The International Safety Of Life At Sea organization, which oversees everything from watertight compartments to bridge visibility on seagoing ships, had its origins in tragedy. The first convention was inspired by — and took place a year and a half after — the sinking of the *Titanic*.

The big one that wailed away.

Police responding to a domestic dispute in Saginaw, Michigan, found a 25-year-old man with numerous cuts and small bruises. He claimed his girlfriend, also 25, had attacked him with a knife. It turns out what she really attacked him with was a swordfish. She apparently pulled the mounted fish from over the mantle and beat the crap out of the dude with the business end of it.

On the rocks, please.

Jimmy Buffett's *Boat Drinks* must have been written about a place like the Ice Hotel, near Stockholm. We drank vodka from glasses made of ice, at a bar made of ice, in a building made of ice. We slept on a reindeer skin in a bed made of ice, in single mummy bags with only a tiny hole for your nose. I'm certain no child has ever been conceived in this place.



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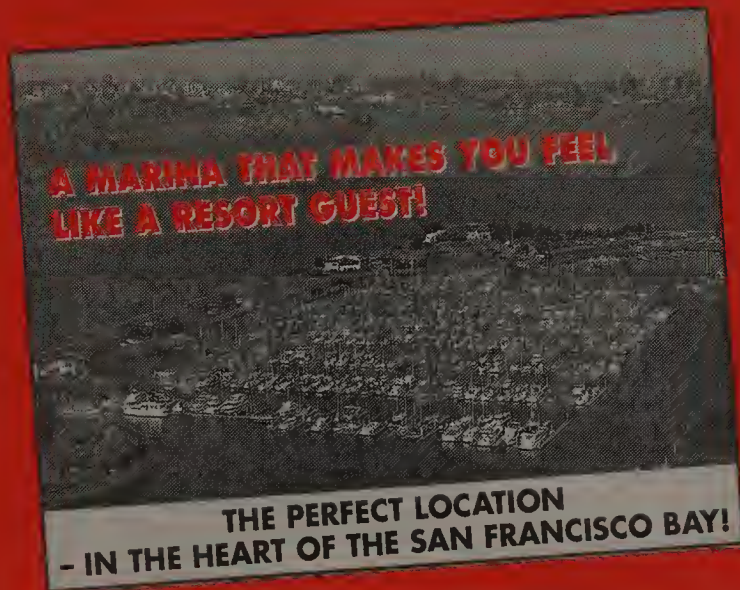
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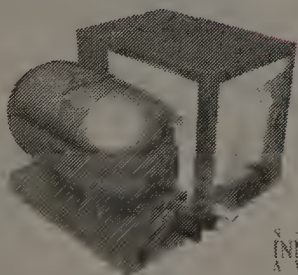
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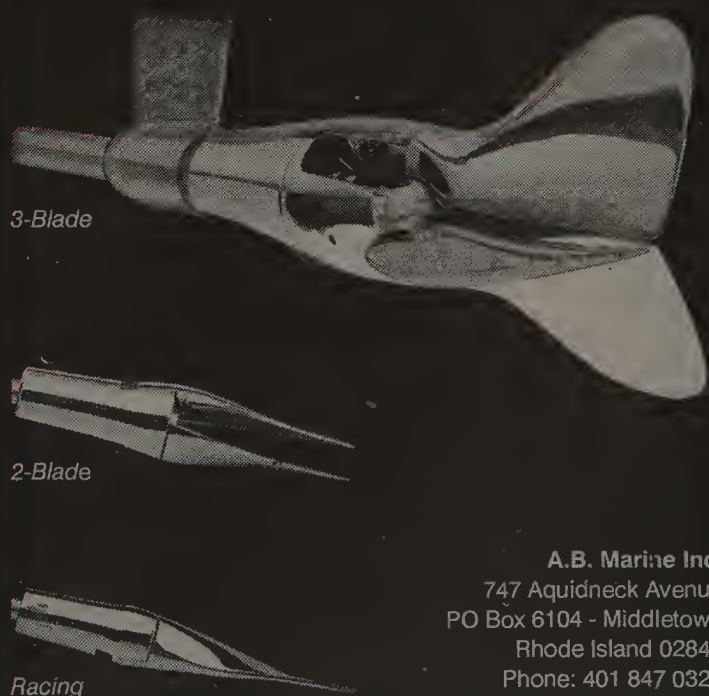
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Do-able recreational activities include ice sculpture, snowmobiling, petting reindeer, eating reindeer, and drinking



Vodka, venison and . . . Latitude. Just another day at the Ice Hotel.

large quantities of vodka (beer and wine tend to freeze). The most magnificent display of aurora borealis lit our way by dogsled to a wilderness camp at 22 degrees below zero. In the camp we had cabins with fireplaces, a Swedish troubador, more fantastic food and drink, and excellent company throughout the adventure.

All this because Dave McCune really knows how to celebrate his 50th birthday. He had 64 guests, all expenses paid, including a chartered private vintage train from Stockholm to the Ice Hotel, 200 kilometers above the arctic circle.

— *grady meadows and kate bishop*

From the March 29, 2004, issue of *Forbes* magazine. . .

"Errol Flynn died on a 70-ft yacht with a 17-year-old girl. Walter's always wanted to go that way, but he's going to have to settle for a 17-footer and a 70-year-old."

— Mrs. Walter Cronkite

Telling you where to go.

A few years ago, it occurred to us that most of the people coming in by boat to Richardson Bay for the first time did a lot of floundering around. They didn't know where to dock, didn't know the correct place(s) to anchor, didn't know where any shoreside services were. And it didn't seem like anyone or any organization was doing much to help. Soon after noting this in *Latitude 38*, Barry Hibben and some other folks at the Richardson Bay Maritime Association took the ball and ran with it. The result of their efforts is a really cool little foldout 'chart' called the *Sausalito Maritime Map*. It shows plainly where to anchor, dock, park, find stuff ashore, and who to call if you need to know more. We applaud RBMA's efforts and think every harbor should have something similar. Look for a copy of the *Sausalito Maritime Map* near where you pick up your *Latitude* and check it out for yourself.

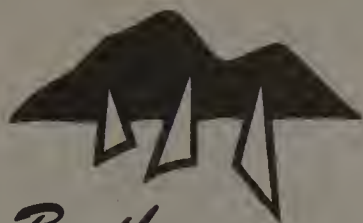
Never say never.

From the 1971 book *Legendary Yachts*, by Bill Robinson: "No one will ever campaign a J-boat again."

Crew etiquette.

Coyote Point Yacht Club, with the cooperation of Club Nautique at Coyote Point Marina, announces a new summer program: The Art and Etiquette of Crewing Clinic.

Want to go sailing but don't have a boat? Crewing is a wonderful way of getting to sail without the burden of a significant financial commitment. With the many events that the Coyote Point Yacht Club has to offer such as Wednesday Beer Can races, weekend regattas and cruises, getting onboard a sailboat should not be a problem but staying onboard with-



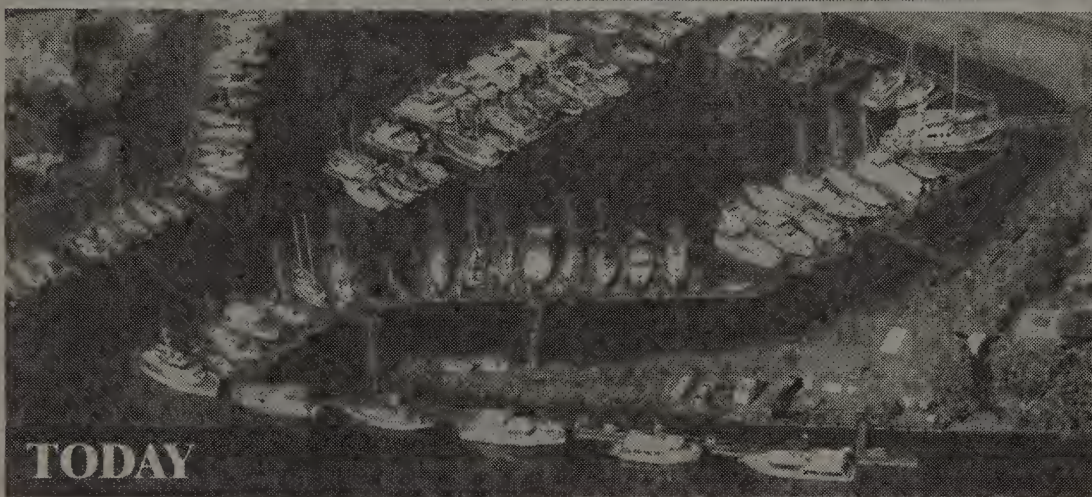
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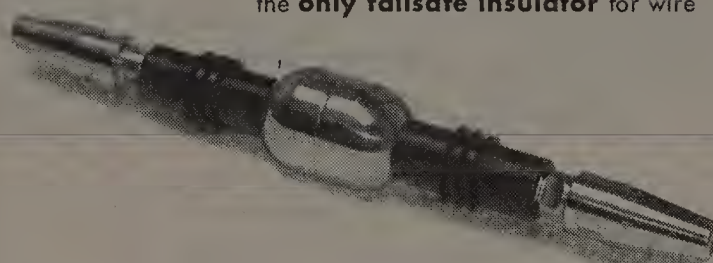


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LOOSE LIPS

out risking injury or insults might be. Why are there "lazy guys" but not "lazy gals" on sailboats? Why are bananas considered a bad luck sign aboard boats? What are appropriate shoes to wear so you don't slip or scuff the decks of your host's boat? These questions and other nautical mysteries are revealed and answered in a clinic co-sponsored by Coyote Point Yacht Club and Club Nautique each month starting June 6, 2004, from 1:00 PM to 4:00 PM.

A good crew is much sought after asset on many sailboats and can pretty much sail any weekend of his/her choosing. For those who are interested in getting into sailing more often, this clinic should give you a good basic crewing knowledge so that you will feel confident step onboard a sailboat and not risk injury or insult to your self or your fellow crew. This clinic also provides an overview of common nautical terminology and etiquette applied to crewing. Certain gaffes, faux pas, and nautical pet peeves are founded on very practical reasons and traditions, most of which are only obvious after the gaffe was perpetrated.

The Art and Etiquette of Crewing clinic is offered once a month at the Coyote Point Yacht Club guest dock, taught by one of Club Nautique's US Sailing certified instructors. A nominal fee of \$20 is charged for this three-hour afternoon session on dock side. At the conclusion of the dockside demonstrations, CPYC skippers are welcome to bring their boats to the guest dock to give interested crews a chance to put their newly acquired skills to use and a chance for an informal match up of skippers and crews for a future outing.

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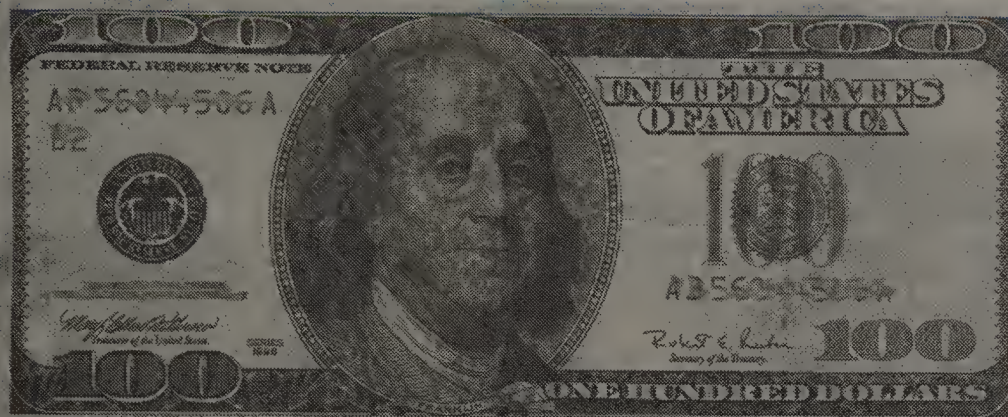
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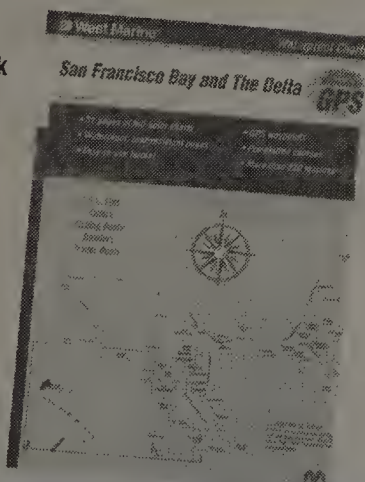
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SIGHTINGS

master mariners regatta

'Retro' is big these days. Everything from PT Cruisers to *Chicago*-style musicals to hairdos and clothing harkens back to days gone by. In that sense, members of the Master Mariners Benevolent Association have been cutting-edge trendsetters for years. With boats designed and built before World War II (or built to pre-war designs using pre-war methods), they not only preserve an important part of Bay sailing history, they also stage a couple of events every May and June that are downright orgies of nostalgia and fun.

The first is the Master Mariners Regatta, held this year on Satur-

continued on outside column of next sightings page

cal boating

The California Department of Boating and Waterways is in trouble again. Threatened repeatedly over the last decade or more with absorption into the Department of Parks and Recreation, this time the budget-cutting knife in Sacramento is poised for even more major surgery: the elimination of DBW entirely, with its missions divvied up among other departments still to be determined. At least



on the ropes

that's the worst-case scenario coming through the grapevine. Although nothing official has been announced, Governor Schwarzenegger has ordered that DBW undergo a California Performance Review (CPR) in preparation — it is felt by many — for an announcement that the whole department will fall under the budget axe.

While we're as much for balancing

continued middle of next sightings page

master mariners — cont'd

day, May 29. That was too late to include in our usual multi-page feature in this issue (it will appear in July), but just in time to get the word out to anyone wanting to see a bit of it on the water. Opportunities for spectating are all over, but a couple of our favorites are the Harding Rock turning mark around noon, and in the afternoon, lying just in the lee of Treasure Island as the fleet blasts across the slot to finish off the old Navy base. Wherever you are, be aware this is a serious race for these guys (for some it's the only racing they do all year), and you should stay well clear of boats during the competition.


Everything from little Bear and Bird boats on up to big schooners

like *Alma* and square riggers like *Hawaiian Chieftain* take part in the Regatta, which harkens back to the old days when ships of the line had a day of fun racing to raise money for the families of those lost at sea. Among the prizes were useful things like sacks of potatoes. These days, the big schooners still carry potatoes, but for a different purpose. Since their maneuverability is limited, if they can hit a mark with a thrown potato, it counts as a rounding. One thing that hasn't changed: class winners get a banner with a strutting cock and the word 'Champion' emblazoned on it. These are only slightly less coveted than the Hope diamond.

Local businesses still sponsor individual entries. Look for our 'laughing' skull-and-bones house flag flying from *Hawaiian Chieftain* this year.

The other big event in the MMBA's early summer schedule is their annual Wooden Boat Show at Corinthian YC on June 27. This has grown from a small casual affair with a handful of boats a few years ago, to a real happening with food, music and — this year — about 60 craft ranging in size from dinghies to large schooners.

In addition to the obvious attractions for Mom and Dad, the boatbuilders from the Arques School will be on hand to conduct a 'course' on model boatbuilding for kids. All in all, as they say, it's "a wonderful day for the entire family." Proceeds for the show go to the MMBF, the Master Mariners Benevolent Foundation, which provides funding for either sail training scholarships or teaching the skills associated with restoring traditional sailing craft around the Bay Area. (Look for more on the great work this organization does in next month's issue.) For more information on the Regatta, the Wooden Boat Show, or all the other great things the MMBA does, visit the Master Mariners website at www.geocities.com/SoHo/8626/.



Richard and Sharon Ruddick's cutter 'Johanna' cuts purposely thorough Bay chop at the 2003 Master Mariners, where she won her division.

LATITUDE/JR

SIGHTINGS

local fishing boat sinks

On Saturday, May 15, the 49-ft fishing boat *Contender* swamped and sank off Ocean Beach, spilling 28 people into the chilly water. All were recovered, although one passenger later died.

While it may seem like a stretch to say they were lucky, some of the events that day certainly combined to help avoid further injury or loss of life — and to illustrate the importance of safety procedures and keeping a cool head.

The *Contender* operated out of Emeryville Marina. They were on a fishing charter that Saturday, and were returning from a morning of catching salmon off Pillar Point. About 2:20 p.m., the captain radio'd a *mayday* to the Coast Guard that he was taking on water faster than he could pump it out. The Coast Guard immediately dispatched two 47-footers from their Horseshoe Cove base. Meanwhile, three other fishing boats — also on their way home from the same area — heard the alert and rushed over to *Contender's* position, which was about two miles off Ocean Beach and five miles south of Land's End. They were *Happy Days*, *New El Dorado III*, and *Flying Fish*.

By the time the three arrived, *Contender* was down by the stern and the 24 passengers and four crew were gathered on the bow. All were wearing lifejackets. *New El Dorado III* attempted to put her bow next to the disabled boat, but the rough seas made transfer of people too chancy. Suddenly, *Contender* rolled over and spilled everyone out.

"It happened real fast," says Greg Altman, who was aboard the *Happy Days* for a bachelor party. And here's one of the lucky breaks: Altman is a licensed captain for the Corps of Engineers, his brother Steve is a captain on the Blue and Gold ferries, and most of the rest of the 11 guys aboard (including the bachelor) were Air Force pilots and air crews just back from Iraq. All were fit young guys well versed in emergency procedures.

The captain of *Happy Days* edged in as close as he could and stopped his propellers. Then they started pulling people aboard.

"It was hard because of the sea conditions and the high freeboard," says Altman. The only thing that seemed to work was to have people grab onto boathooks or lines, drag them around to the stern and haul them aboard there. Considering the amount of adrenalin flowing, most came up okay, although a heavyset man near the end came aboard clutching at his chest and having trouble breathing. All were brought below where they could remove their wet clothes and put on jackets and other clothing donated by the bachelor party guys and the crew.

Happy Days got 16 people aboard. The other two boats picked up the remaining 12. The last man plucked from the water — and the most difficult as he was unconscious — was 85-year-old Juan Sablan of Salida, who was later pronounced dead.

The Coast Guard arrived just as the last few people were being taken out of the water. EMTs were transferred to the *New El Dorado III* (where Sablan was) and the *Happy Days* to stabilize the unidentified heavyset man, who started to come around when oxygen was administered. All boats proceeded to the base at Horseshoe Cove, where the shipwrecked people were taken ashore.

The only detail that the Coast Guard had released at presstime was that a faulty pump was likely the cause of the sinking. The incident was still under investigation. It was unclear whether or not the *Con-*

continued on outside column of next sightings page

cal boating — cont'd

California's budget as the next guy, trust us, you don't want DBW to go away.

The DBW — or 'Cal Boating' as it's also called — grew up in the '50s and '60s as kind of the kid brother of a number of bigger entities like the Department of Natural Resources, the Department of Navigation and Ocean Resources and even, for awhile, the Department of Mo-

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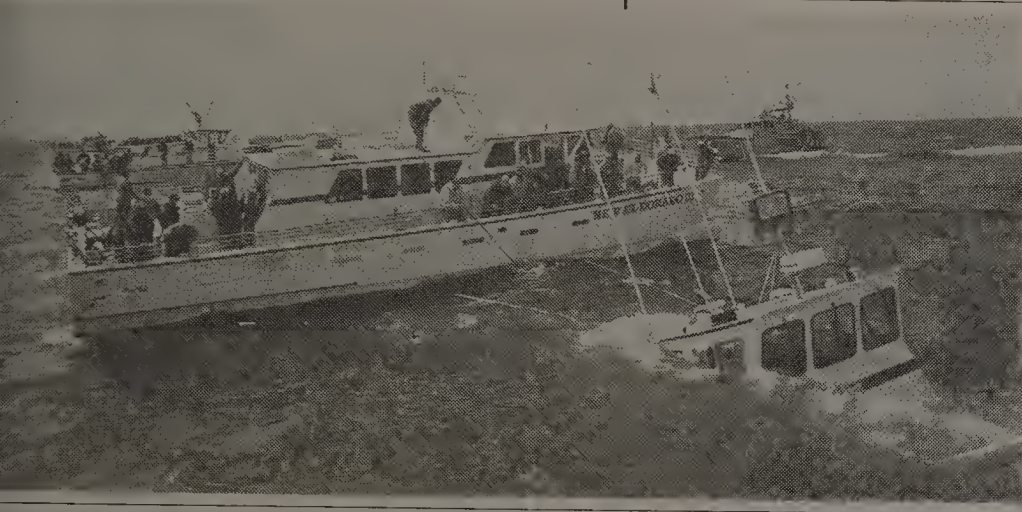
Right, '*Contender*' passengers crowd onto the bow as the stern goes under. Note deployed liferafts. Above, the boat rolls and people scramble to get out of the way. The couple in foreground (she was the only woman aboard) were due to marry the next day. Upper right, as the Coast Guard arrives, the '*New El Dorado III*' struggles to get the last man — by then unconscious — out of the water. These amazing photos were all taken with a \$5 disposable camera from aboard '*Happy Days*.'



sinking — cont'd

tender might be raised from the 40 or 50 feet of water where she went down.

"I have to say that as far as I could tell, the captain of *Contender* did everything right, and the crews of the other boats showed remarkable restraint and skill," says Altman, who has seen more than his share of boating emergencies as an Alaskan crab fisherman before becoming south to skipper the Corps of Engineers survey boats.



PHOTOS GREG ALTMAN

SIGHTINGS

baja ha-ha XI

"It looks as though Baja Ha-Ha XI might — like the last several years — have a fleet in excess of 100 boats," reports Ha-Ha Honchoette Lauren Spindler. "I base this on the fact that in the first two weeks after announcing the event, we received over 59 requests for entry packs — way more than last year. Four of those came with a check for the entire entry fee!"

The Ha-Ha is, of course, the approximately 750-mile cruisers' rally from San Diego to Cabo San Lucas, with stops 360 miles down the coast at Turtle Bay, and another 240 miles down the line at spectacular Bahia Santa Maria. Over the years it's gotten excellent reviews from *Cruising World*, *Sail*, *Sailing*, and other publications.

The Ha-Ha is basically a two-week event. This year, it starts with the West Marine-supported Costume and Kick-Off Party on October 24, with the start of sailing on the 25th. The Ha-Ha beach party in Cabo is on November 5, and the awards party — 'everyone who finishes is a winner' — is on November 6.

continued on outside column of next sightings page

cal boating

tor Vehicles. But the more state government matured — and the more people went boating — the more it became obvious that boaters and their interests needed a governmental organization of their own. The Department of Boating and Waterways finally got its official launch in 1979 with a mandate to help provide convenient public access to the waterways and promote on-the-water safety. Since then, it has become a model of efficiency other departments can only aspire to. Among DBW's programs:

- * Officer training, financial aid and equipment grants for the more than 100 local and state agencies that provide boating law enforcement.

Ray Jackson aboard the Cal 25 'Duck Soup' in Cabo in 1995. 'Ducky' is the smallest boat ever to do the Ha-Ha. The current minimum size limit is 27 feet.



— cont'd

* Voluntary boater education for boaters from Kindergarten through college and beyond.

* Loans for the construction of marinas and grants to build launching ramps.

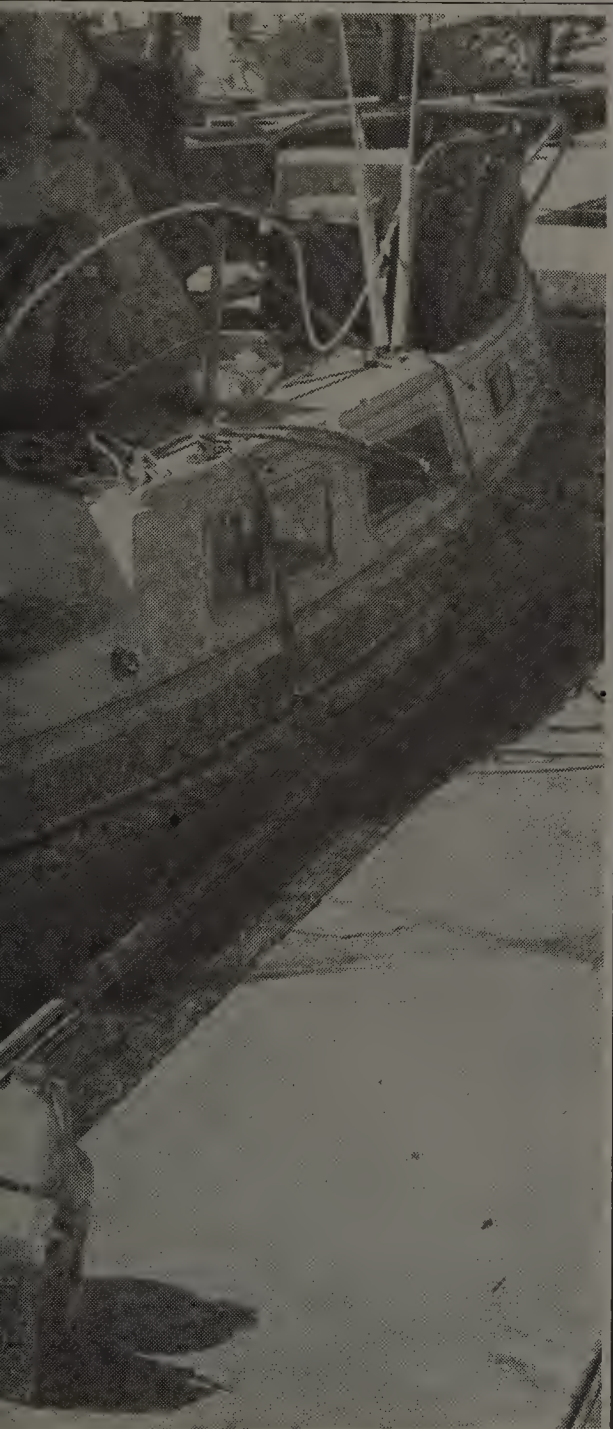
* Aquatic pest and hyacinth control in the Sacramento-San Joaquin Delta, as well as coastal beach erosion control.

* Grants for vessel pumpout stations.

* Aiding local agencies in abandoned-vessel-removal programs.

Interestingly, in light of the present review — and this was taken directly from Cal Boating's website — DBW is "funded by vessel registration fees, boating fuel tax dollars, and boating facility construction

continued middle of next sightings page



LATITUDE/ANDY

ha-ha XI — cont'd

In the first 10 years, well over 1,000 boats and upwards of 4,000 sailors have done the Ha-Ha. Many participants have returned three or four times.

"We believe one of the main reasons for the popularity of the Ha-Ha is that it's a challenge, but so far has been a relatively easy one," says Ms. Spindler. "While all participants certainly must be prepared to face the full fury of the Pacific Ocean, to date conditions have been light to moderate — with the wind almost always from aft. Making it even easier than transoceanic events is the fact that everybody gets to stop every couple of days to rest, make friends, enjoy beach parties, and do the odd repair. Participants love the stops!"



The Ha-Ha is also one of the most casual events in sailing. "Our goal," says Ms. Spindler, "is not to tell people what to do, but to help them have fun. So, for example, if somebody needs to start late, wants to begin from Ensenada, desires to sail around Guadeloupe Island, or prefers to spend another day at Bahia Santa Maria — why shouldn't they be able to? Anything that promotes responsible fun is fine with us."

The Ha-Ha is open to monohulls, multihulls, and motoryachts 27 feet or longer that were designed, built, and have been maintained for open ocean sailing. There also must be a minimum of two crew — although three or four are suggested for additional pleasure and safety. Rubber dolls will no longer qualify as crew.

"This year we're glad to welcome two new Premiere level event supporters," says Ms. Spindler. "They are North Sails — our official sailmaker — and *'Lectronic Latitude*, as the official 'electronic host'. Everyone knows that North Sails has an excellent reputation for racing sails, but not as many are aware of their commitment to cruising sails. As for *'Lectronic Latitude*, they will once again provide frequent text and photographic coverage of the Ha-Ha on their website. Access it by going to www.latitude38.com, then clicking on the blinking *'Lectronic*'.

Other businesses supporting Ha-Ha XI so far include: West Marine, Marina Costa Baja, Mail Call, Mariner's General Insurance, Scanmar International, Swiss Tech America, Ventura Harbor Boatyard, The Watermaker Store, Yachtfinders/Windseekers, Almar Marinas, Bluewater Insurance, Commanders' Weather, Corona Beer, Downwind Marine, Hydrovane, Katadyn and *Ocean Navigator* magazine.

"Thanks to the financial support of these businesses, we've been able to keep the Ha-Ha entry fees at a relatively low \$299," says Spindler. "This is about a quarter of the cost of similar two-week events — and even less than three-day events such as the Heineken Regatta and the B.V.I. Spring Regatta. Furthermore, by signing up for the Ha-Ha, folks get discounts on a variety of things, some free beer and food, and some pretty decent swag — a couple of Ha-Ha hats and T-shirts, a navigator's drinking vessel, a burgee, a program with bios of all participants, a tote bag, and other stuff."

To receive an entry packet, send a check for \$15, as well as a stamped (with \$3 worth of postage), self-addressed 9 x 12 envelope, to Baja Ha-Ha, 21 Apollo Rd, Tiburon, CA 94920. Use regular mail, not certified. Entry packets will be mailed out approximately June 10. Many folks send their entries in right after the 10th, as in previous years the vacant slips in Cabo have been set aside for Ha-Ha participants and assigned based on the order in which boats signed up for the Ha-Ha.

Over the years, the average size of the Ha-Ha boat has grown to

continued on outside column of next sightings page

ha-ha XI — cont'd

nearly 44 feet. But the Ha-Ha likes smaller boats, too. In order to inspire small boat owners, check out the listing on the next page of the '30 and under' boats that have completed the rally in past years.

SMALL BOATS IN THE HA-HA

year	name	type/size	owner	homeport
1995	Duck Soup	Cal 25	Ray Jackson	Redding
1996	Euphoria	Voyager 26	Justin Leonardo	Monterey
	Drum	F/27 tri	David Miller	Seattle
	Fresh Aire II	Pacific Seacraft 27	Frank Grote	Los Alamitos
	Nordic Lady	Nordic 27	Steven Child	Dana Point
	Take it Easy	Dufour 27	Ted and Ginger	Sausalito
	R Triumph	F-9A tri	Joe Oliver	San Diego
	Featherbed	Carlbea 30	Terrance Kloecki	Rdwd. City
	Moonraker	Catalina 30	Bob Balles	Oakland
	Talisman	Ericson 30+	The McCrackens	Berkeley
1997	Sidlone	Tartan 27	Buck Anderson	Pascagoula
	The Darlen B	Catalina 27	Bill/Darlene Wilcox	Richmond
	Bad Boy	Corsair 28	Gary Helms	Alameda
	Loonitude	BCC 28	Quintin/JD Hoard	Grass Valley
	Valkyrle	Morgan 28	Patrick Walton	San Francisco
	Ragtime	Westall 28	Bill Schmidt	Seattle
	Iwa	Cape Dory 28	Pin Fong	Santa Cruz
	Flying So Low	Custom 30 tri	Bob Lomax	Belfair, WA
	Voyager	Rawson 30	Dennis Koehn	Vallejo
	Windrose	Islander 30	Lee Freeman	Los Angeles
1998	Hawkeye	Nonsuch 26	Brian Bouch	Petaluma
	Sea Bird	F-27 tri	Rich Holden	Alameda
	Ariel	Cal 29	Steve Freeman	Vancouver
	Esencia	C&C 29	Kevin DeWaay	Ventura
	Another Girl	Catalina 30	Robert Setzer	Palo Alto
	Venture	Islander 30	Jim Belisle	Oxnard
1999	Double Duty	Coronado 27	Steve McClean	San Francisco
	Lyra	Albin Vega 27	Rick/Barb Blacker	Olympia
	Bigfoot	Allied Chance 30	Rick Guetter	Oracle, AZ
	Autonomous	Rawson 30	John Rankin	Bruno's Island
	Candide	Baba 30	Michael Lee	Seattle
	Geminaire	Catalina 30	Bruce Taschner	Lake Arrowhead
	Still Clueless	Catalina 30	Daniel Best	Healdsburg
	Happy Destiny	S-2 9.1	Steve Etting	Tualatin, OR
2000	Wind Dancer	Catalina 27	Allen Bowker	Peoria, IL
	La Paz	H-28	Christian Hess	Stockton
	Lansa	Bristol 29.9	Eric Lind	San Francisco
	Arrakis	Hunter 30	Ethan Beneze	Tucson
	Sabrina	Rawson 30	Byron Corley	Fremont
2001	Neverland	Nor'sea 27	Naftuli Furman	Fairfax
	Synergizer	Ericson 28	Riley/Weinhoff	Daly City
	Still Crazy	Olson 30	Ron Corbin	Miami
2002	Brisa	Ranger 29	Ethan Ackerman	Ventura
	Q	Willard 30	Daryl Yeakle	San Francisco
	Capt. Geo Thomas	C&C 30	Bill Thomas	Stockton
2003	Marylee	Nor'sea 27	Dan Fitzpatrick	Tiburon
	Bella Luna	Catalina 30	Jim Sobolewski	Vallejo
	Falcor	Golden Gate 30	Katy/Elan Stewart	Emeryville
	Empyrean	Newport 30	John Nelson	Algodones, NM
	Moon Shadow	Ericson 30	Steve/Debi Fisher	San Diego

As has been the case for the last eight years, the catamaran *Profligate* will be the mothership. The Wanderer, who moonlights as the publisher of *Latitude*, has volunteered to be the Grand Poobah for the tenth time. This means he'll conduct the morning roll call, pass on the forecast

continued on outside column of next sightings page

cal boating

loan payments."

So we don't quite see 1) How cutting DBW is going to "save" California any money; 2) How the state is going to pay for all the programs Cal Boating oversees that don't cost the state anything; and 3) How the state intends to handle the inevitable backlash of lost jobs, failed projects and potential environmental crises for which elimination of DBW opens the door. By the way, boating currently contributes about \$13 billion to the state economy annually.



— cont'd

If you care about any of this, and you should, please let your voice be heard. Email or write your representatives, Governor Schwarzenegger (governor@governor.ca.gov) and Chon Gutierrez (chon.gutierrez@cpr.ca.gov), the #2 person on the CPR Committee that is currently reviewing the DBW. Tell them you do not want DBW to be cut or merged into any other department because DBW is the most efficient California State Department, and that it serves California's boating public using boater-generated funds.

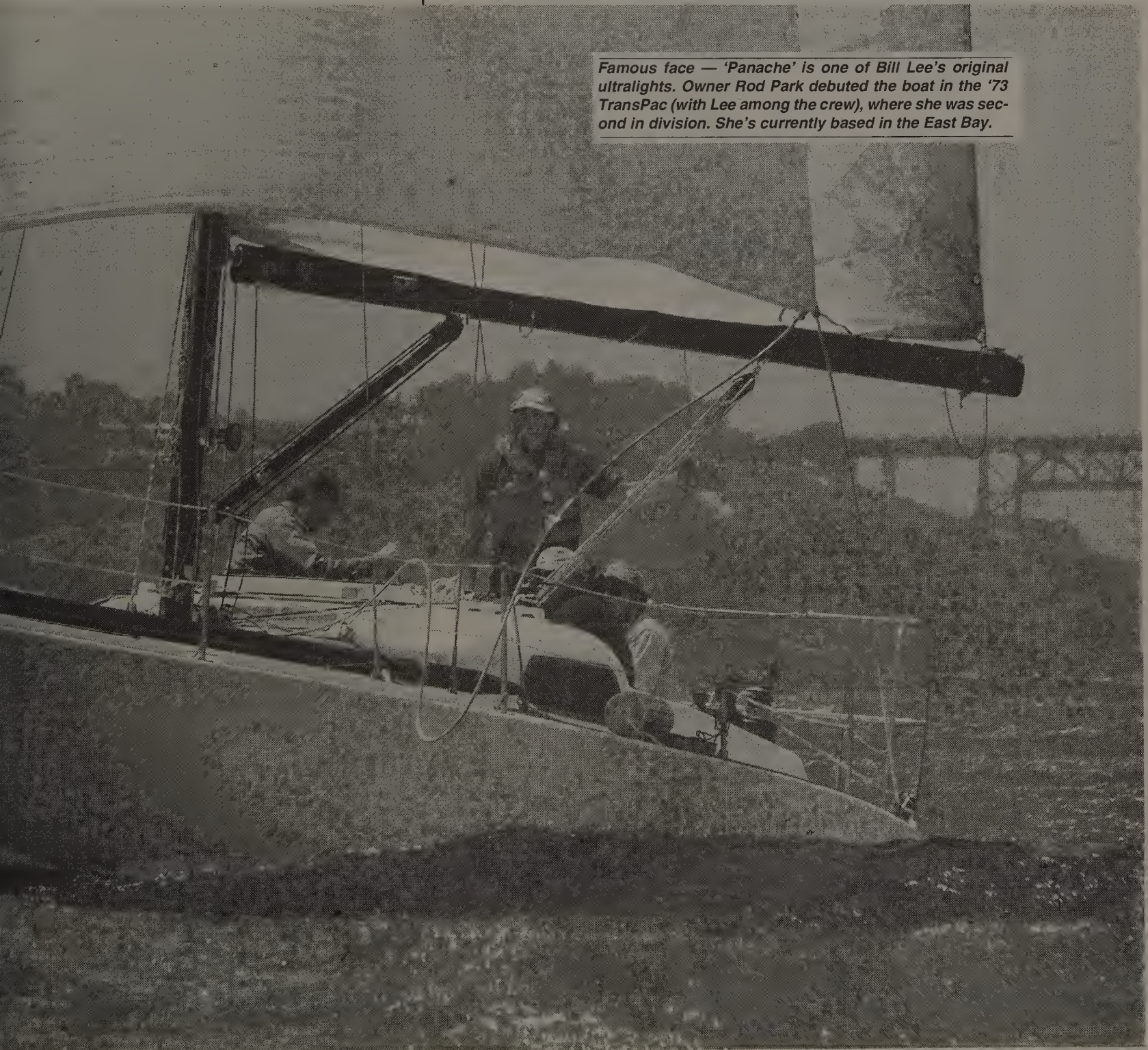
ha-ha XI — cont'd

from Commander's Weather, try to gently herd the fleet, and answer about a million questions. Back for a ninth year as Assistant Poobah will be Banjo Andy. And back for the eighth year is Dona de Mallorca. "We're all volunteers, and we all wouldn't miss a Ha-Ha for anything!" they say in unison. "We hope you'll join us."

(Businesses interested in supporting the Ha-Ha should contact John at john@latitude38.com, or Mitch at mitch@latitude38.com. Although founded by Latitude 38 and supported by many of its employees, the Baja Ha-Ha has been an entirely separate company under separate ownership for several years.)

(Individuals interested in possibly crewing aboard *Profligate* on a 'shared expenses' basis should email Dona de Mallorca at donna@latitude38.com.)

Famous face — 'Panache' is one of Bill Lee's original ultralights. Owner Rod Park debuted the boat in the '73 TransPac (with Lee among the crew), where she was second in division. She's currently based in the East Bay.



freda goes down

Lots of boats have sunk at their slips over the years, but when it happened to the 33-ft (LOD) gaff sloop *Freda*, a ripple of shock and sadness ran through the local sailing community. Built in 1885 in Belvedere, *Freda* is not only the oldest locally-built yacht, she's the oldest yacht, period, on the Bay, and perhaps the whole West Coast. In many ways, this boat is to Bay Area sailing what the Wright Flyer is to aviation.

Freda went down in about six feet of water at Lowrie's Yacht Harbor in San Rafael shortly after 9 a.m. on May 17. The cause was traced to a sprung plank on her port side below the chainplates. Lowrie's personnel were able to raise her from the shallow water later the same day, and owner Gretta Lutz was on hand with mechanics who quickly 'pickled' her engine. Luckily, no water had gotten into it in her brief time underwater. Everyone was also relieved to see she came up intact right down to her bowsprit.

A part-time bartender named Harry Cookson built *Freda* — named after his daughter — not far from where the Corinthian Yacht Club now stands. In fact, the CYC was founded the following year, 1886, and *Freda* was the club's first 'flagship'. Modeled after fishing boats of the day, she was a wide, shallow-draft centerboarder said to be fast and stable for her time. Her centerboard was long ago replaced with a keel, giving her lots more interior room.

The boat suffered the usual slings and arrows of outrageous fortune over the decades until Harold Sommer got hold of her in 1955 and, during his 20-year ownership, went through her from stem to stern. (He would later perform an even more spectacular restoration on the pilot schooner *Wander Bird*). Diane and Jerry Brenden were her next caretakers for 14 years, until Jerry, an airline pilot, got transferred. In 1994, they donated the boat to the fledgling Sea Training Institute, which Gretta Lutz helped found. STI still runs an ambitious program of youth-oriented on-the-water programs aboard local tallships. *Freda*, however, has not been out much since receiving a new deck, transom and cabin at the Arques School of Boatbuilding 1999. Gretta says she puts in what spare time she has working on the old boat and planning for a much-needed major refit.

"We were in the final stages of forming a foundation to help restore *Freda* when this happened," she says. "This has obviously pre-empted those plans."

At this writing, in mid-May, *Freda* had been stabilized at her slip and was awaiting final arrangements to be hauled out of the water. There was talk of a fundraiser to get the old boat back in shape, but plans had not been firmed up at presstime. We will have more about *Freda*'s future — short and longterm — in the next issue.

coast watch

Here are a few of the more interesting search and rescue cases handled by the Coast Guard between mid-April and mid-May.

April 14 — Coast Guard Station Monterey and Air Station San Francisco responded to a report of a NOAA vessel taking on water near Monterey Bay. The report was made by a passenger aboard, who called 911 from a cellphone to say that they had no engine or radio capability and did not know their exact location. Dense fog and numerous vessels in the area complicated the helicopter's search efforts. Station Monterey's boat crew conducted a shoreline search and located the vessel approximately one-half nautical mile from Moss Landing. Coast Guard Station Monterey removed four people from the 20-ft vessel, dewatered it and towed it into Santa Cruz Harbor.

April 29 — Air Station San Francisco and Station Monterey responded to a report of a 60-year-old male suffering a heart attack aboard a boat 10 miles southwest of Monterey Bay. When Station Monterey boat crew arrived on scene, the person was not breathing and had no pulse. A Coast Guard flight surgeon relayed critical instructions to

continued on outside column of next sightings page

dawn wilson

In case you're keeping track, American cruiser Dawn Wilson has now spent two birthdays, one Christmas and eight appeals behind bars in a Mexican penitentiary — on trumped-up charges. It all began in April of 2003 when she bought prescription anti-seizure medicine in Ensenada. She was stopped by police, thrown in prison while they racked up several thousand dollars worth of purchases on her credit cards — and basically fell through the cracks of a flawed, corrupt and complicated legal system.

Dawn's case has gone to appeal no less than eight times since. Per Mexican law, she is not allowed to plead her case at



— appeal #9

these hearings — she is not allowed to even *attend* them. Each time, she was assured by attorneys and others in the legal community that she would be set free. Each time, her release was denied.

Wilson's ninth appeal goes before an *amparo* court — a civil court that reviews constitutional rights cases — on June 1. She and fiancé Terry Kennedy (who has been tirelessly getting updates out to friends and the press) have again been assured that her release is expected. Despite all the setbacks and frustrations of the past year, they remain hopeful.

Meanwhile, Terry says Dawn has made

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coast watch — cont'd

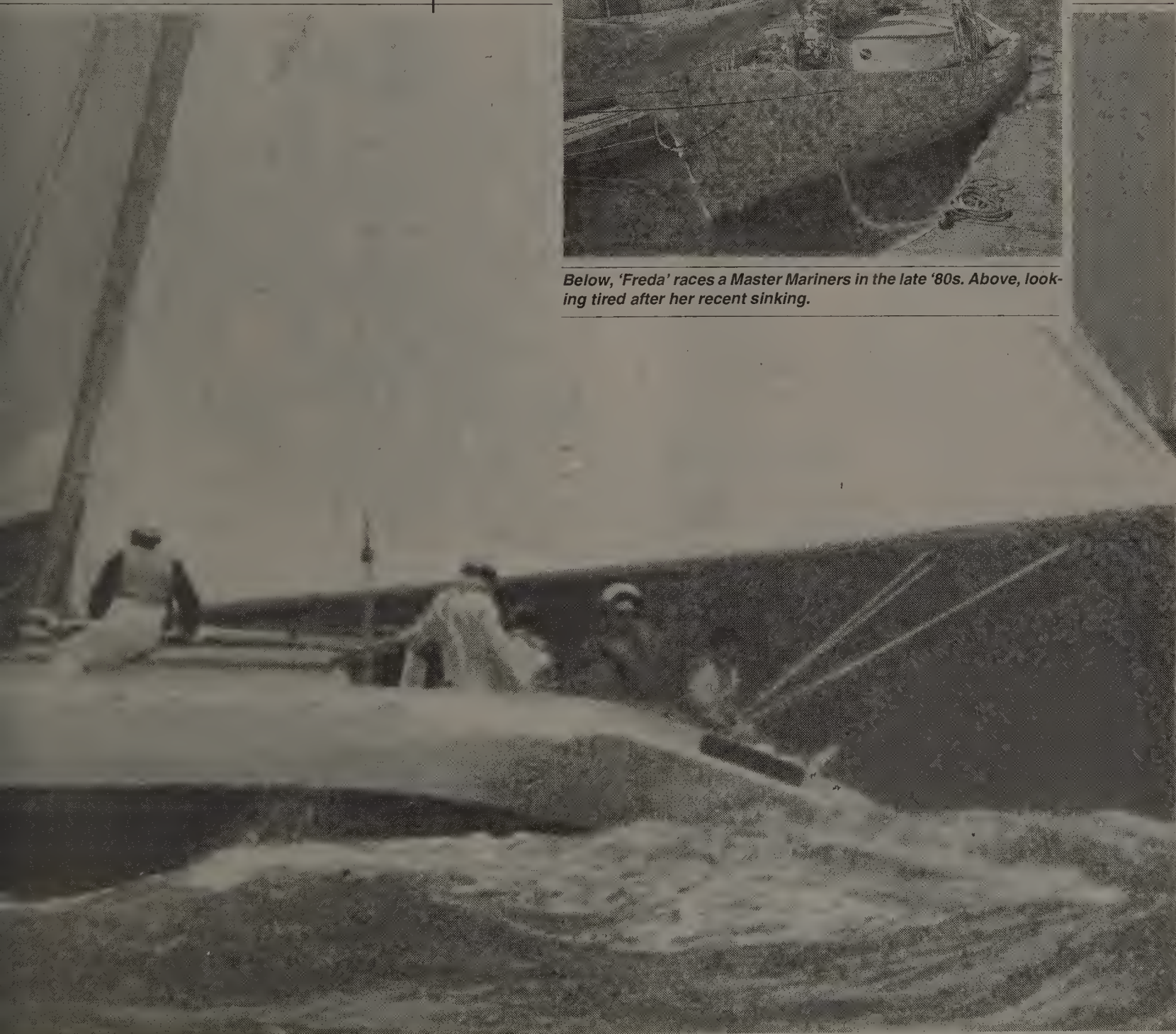
Station Monterey boat crewmembers. After fifteen minutes of administering life support, the person regained a pulse and was hoisted from the vessel *MacArthur II* and transported to Monterey Airport where he was turned over to emergency medical personnel.

April 4 — Air Station San Francisco and Station Vallejo responded to a report of a possible hypothermia case in Suisun Slough. Two individuals aboard a 20-ft vessel had run aground on a marsh after trying to take a turn too fast. One person got out of the boat and walked safely to shore to find help. The other person also attempted to walk to shore but got stuck in waist-high mud and decided to get back into the

continued on outside column of next sightings page



Below, 'Freda' races a Master Mariners in the late '80s. Above, looking tired after her recent sinking.



SIGHTINGS

coast watch — cont'd

boat, where he made a cellphone call for help. The individual in the boat had on only jeans and a T-shirt with no additional clothing, blankets, food or fluids on board. Subject began showing signs of hypothermia after prolonged exposure to air temperatures of 62 degrees Fahrenheit with 10-knot winds. Station Rio Vista boat crew arrived on scene but were unable to assist the person in the boat due to the shallow water. An Air Station San Francisco helicopter arrived on scene and transported the individual to Travis Air Force Base for medical treatment. The person who hiked ashore was not hospitalized.

karlyn cleat — a better mousetrap

We've always been fascinated by 'lucky accidents' that lead to new developments. Like that guy Goodyear who accidentally dropped some rubber compound in his wife's frying pan and discovered vulcanizing. Anyway, it happens in the marine industry, too. Last month, we brought you the story of Safe Sea, a combination sunscreen, jellyfish-sting repellent whose testing and use in this country came about as a result of a surfing doctor whose 5-year-old daughter was stung. This month, check out the story of a guy who got tired of stubbing his toes on the cleats on his boat and decided to do something about it. . .

Looking more like a hood ornament for a Klingon battlecruiser, the Karlyn Cleat is really the 21st innovation of an earthling named Mark Adams. Adams was sailing his 29-ft trimaran *Lydia* on Puget Sound one windy day in 1996, when he stubbed his bare foot painfully on a cleat. "That wasn't the first time," says Mark, who at the time was a marina manager. "But it is the one that got the wheels turning." Mark turned his additional skills as a boatwright and fine artist to the task of designing a better cleat.

Impossible you say? Check it out. We think he did pretty good.

In addition to looking pretty, the Karlyn Cleat (named for his daughter) is multi-functional. Using no moving parts, Adams' clever design manages to be a cleat, fairlead, chock and thimble stop all in one. Check out the website at www.karlyncleat.com for all the various uses. (We met Adams at his booth at the recent Sail Expo show and he laughed to say show-goers had shown him even more uses than were on the website!) The design has won numerous awards and — perhaps most significantly — it's almost impossible to stub a toe on. Prices range from \$54 to \$130 for 7 to 12-inch Karlyn cleats in polished 316 stainless, with aluminum being slightly less and silicon bronze slightly more.

Adams, who now devotes all his time to the business, did much of the prototype testing aboard *Lydia*. She's now completely outfitted with Karlyns, although Mark doesn't have much time for pleasure sailing these days. He's hoping the design will catch on with fellow sailors, but admits we're a tough nut to crack. He feels in the long run, his largest volume market may be with truckers.

"Sailing is steeped in tradition, so I think it will take a while to convince sailors," says Mark. "But sailors are also very loyal to products that work well and are proven."

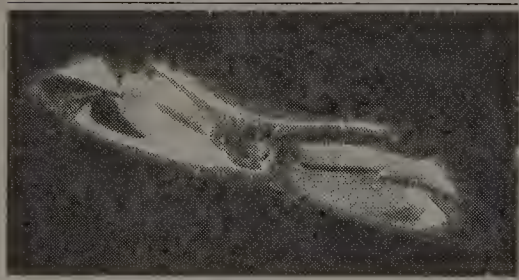
mcnish classic

It's not exactly the Master Mariners in numbers or history, but Southern California's McNish Classic is still pretty cool. One of several events reserved for the classic-boat crowd in Southern California, the McNish

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dawn wilson

the best of prison life at the penitentiary in Ensenada — "watching major drug traffickers come to the Prison and go out the next day," as Terry puts it. She occasionally is allowed to play baseball with other prisoners, but when she broke several bones in her hand during a game, nothing was done and the bones have now



— cont'd

fused to form odd lumps in her fingers. She has still not been allowed her anti-seizure medication, but so far, luckily, the four seizures she has had have been minor ones.

For the latest news on Dawn, including the outcome of her June 1 hearing, check www.dawnwilson.com.

mcnish — cont'd

is limited to boats designed before 1952. It takes place in the usually placid waters off Ventura's Channel Islands Harbor on August 17 this year.

Among those signed up so far: the 71-ft schooner *Dauntless*, 65-ft cutter *Orient*, the 46-ft yawl *Cheerio II*, which was once owned and sailed by Errol Flynn. Oh, and last year's defending champion, Pete and Tracy Caras' 40-ft Alden sloop *Foxen*, which called Sausalito home until just a few years ago.

Tracy and 'Pirate Pete' Caras (looking at the camera) aboard 'Foxen' during a Bay race a few years ago. They're currently based in Southern California.



SIGHTINGS

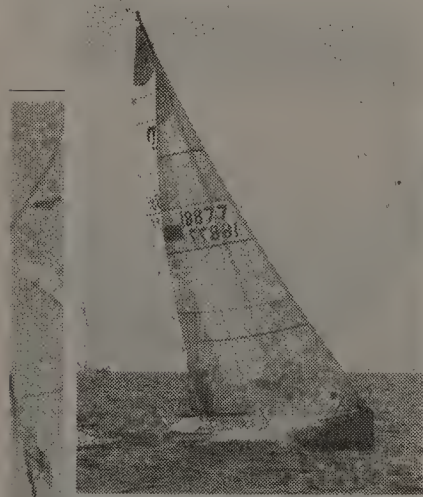
ghost haunts the reef

It's always great to see a good boat brought back to life by an enthused owner. This month's 'rise from the ashes' story is about *Poltergeist*, the seventh Moore 24 to come out of the legendary Moore's Reef in Santa Cruz in 1974.

Kevin Gault presently sails the boat out of Dana Point. He got her for a song — though in pretty rough condition — in a 'divorce sale' in Santa Cruz in 1994. After towing the boat home, he called up Ron Moore to find out about getting an outboard bracket for the boat, and ended up having a long conversation about her history. Among other things, *Poltergeist* was the boat Ron's wife Martha learned to sail on! "I was totally jazzed to know how special my 'baby' was," says Gault. He

was even more amazed when he and some friends cleaned the boat up, put up the rig — and won their class "with

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hit

The U.S. Coast Guard is currently investigating circumstances surrounding what appears to be a nautical hit-and-run incident which occurred early on Thursday, May 6, outside the Golden Gate.

That's when the Coast Guard received a *mayday* call from the 37-ft fishing vessel *Clara B II*, indicating they had been struck by another vessel and were going down. The two fishermen aboard the *Clara B II* were later rescued from their liferaft by another fishing vessel, the *Nickie J*, and taken to Coast Guard Station Golden



and run

Gate.

Although completely unsubstantiated at this writing, rumors were circulating among the fishing fleet that a 40-ft vessel out of Santa Cruz hit the *Clara B II*, then left the scene. This allegation reportedly originated with none other than the *Clara B*'s skipper, who is said to have gotten a good look the other boat before his vessel went down. At this writing, however, Coast Guard investigators could not corroborate this information. We will try to bring you the complete story next month.



PHOTOS KEVIN GAULT

ghost — cont'd

old, crappy sails and virtually no time in the boat."

After seven or eight years of racing, the boat was really looking her age. The plan was always to tear her apart and redo everything. But after a reality check, Kevin realized it would take forever to do the job on weekends. So he called Ron up again and asked for a rough idea of what it would cost for her "father" to redo the boat. Ron was busy, so it took awhile for him to get back to Kevin. The plans took on more urgency after *Poltergeist* got clobbered in the rear quarter by a port tackler.

The call finally came, and "recognizing that I've got more money than time," Kevin made the decision to haul the boat north to her birthplace (or at least the new Moore's Reef in Watsonville). He and his brother dropped the boat off in the early summer of 2003.

"To say Ron and Martha were jazzed to see the boat is total understatement," says Kevin. "He sat on the trailer, staring at the keel and remembered it had taken him two weeks by himself to fair the keel 30 years before." Kevin and his 'road crew,' brother Rich and his wife, Stephanie, stayed in a nearby hotel for awhile and heard many more stories about the boat over dinner with Ron and Martha. Just the tales of who had gotten rides on the boat read like a who's who of Northern California sailing: the Wades, Dee Smith, Tom Blackaller, Terry Alsberg (builder of the Olson line of boats) and many others. *Poltergeist* also won the first Moore 24 Nationals back in 1977. But the race that cemented her legend was the windy '75 Ano Nuevo, when *Poltergeist*, one of the smallest boats in the race, trounced the entire fleet boat for boat by almost an hour, finishing in a screaming reach in nearly 50 knots of wind.

Ron had the boat six months. When Kevin came to pick her up, even though he knew what had been done, he was stunned at the result. The boat looked like she'd just rolled out of the building shed three decades before. Among the work done: stripped, refinished and re-nonskidded deck, re-gelcoat the hull its original gray, repaired various "old" repairs Ron wasn't happy with, repaired the deck under the mast-step and filled a bunch of unused holes. The boat also got new teak rub rails. Kevin was amused that there was no need to check any old drawings for those: "Ron still remembers the exact taper and how to finish the ends so they look right!"

About the only things not done to the boat were updating her with the newer companionway and opening up the transom. Kevin wanted to keep her as original as possible. And speaking of original, Martha expressed concern that Kevin might change the name. Not only was he keeping that, the finishing touch on the boat was special ordering a black and gold-leaf copy of her original name from Prism Graphics in the Pacific Northwest.

The 'new' *Poltergeist* was rechristened in Dana Point in early May, and since champagne seemed a bit stuffy, her bow was doused in beer.

"Thanks to Ron and crew for all their hard work, thanks to Martha for all the history (including trusting me with her two Moore 24 scrap books!), and thanks to my brother Rich and his wife Stephanie for their help 'road tripping'," says Kevin.

While *Poltergeist* is back to 'haunt' the local fleets in Southern California, Kevin plans to bring her north next year for a race or two with her sister fleets. "We'd like to see if we have the skills to at least bring out some of her potential," he says.

We'd say he's gotten a pretty good start in that direction.



Above, christened by Corona. Spread, 'Poltergeist' after her extreme makeover at Moore's. Inset, sailing off SoCal.

SIGHTINGS

slightly overpowered

Way back in the last century — about 1992, after my fifth divorce — I found that I had a few extra dollars to play with (now there are two concepts you don't see together very often). I'd lived on Yaquina Bay, Oregon for 64 years, had owned many types of boats, built a few, even did some commercial fishing in the 60s. But I'd never tried sailing. One day, while watching the Yaquina Bay Yacht Club boats racing, I decided that I wanted to give sailing a try. It didn't look *that* hard.

I went out bought some books on sailing and read them until I could talk the talk. Then I went to Seattle and found a sweet little Wilderness 21 named *Whale Bait*. I brought her back to Oregon, spent about a month getting to know her and all her gear, and getting her ready for the big day. She was a beautiful sight the day she went back in the water.

The first sail turned out well as I had two experienced crew onboard with me. I gained a little knowledge that first day, and soon learned

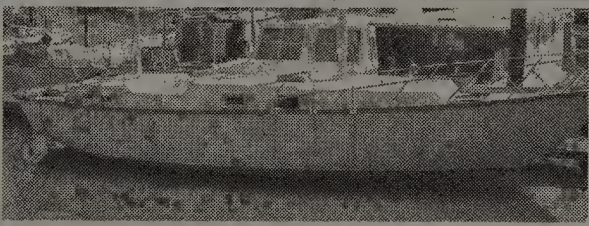
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summer

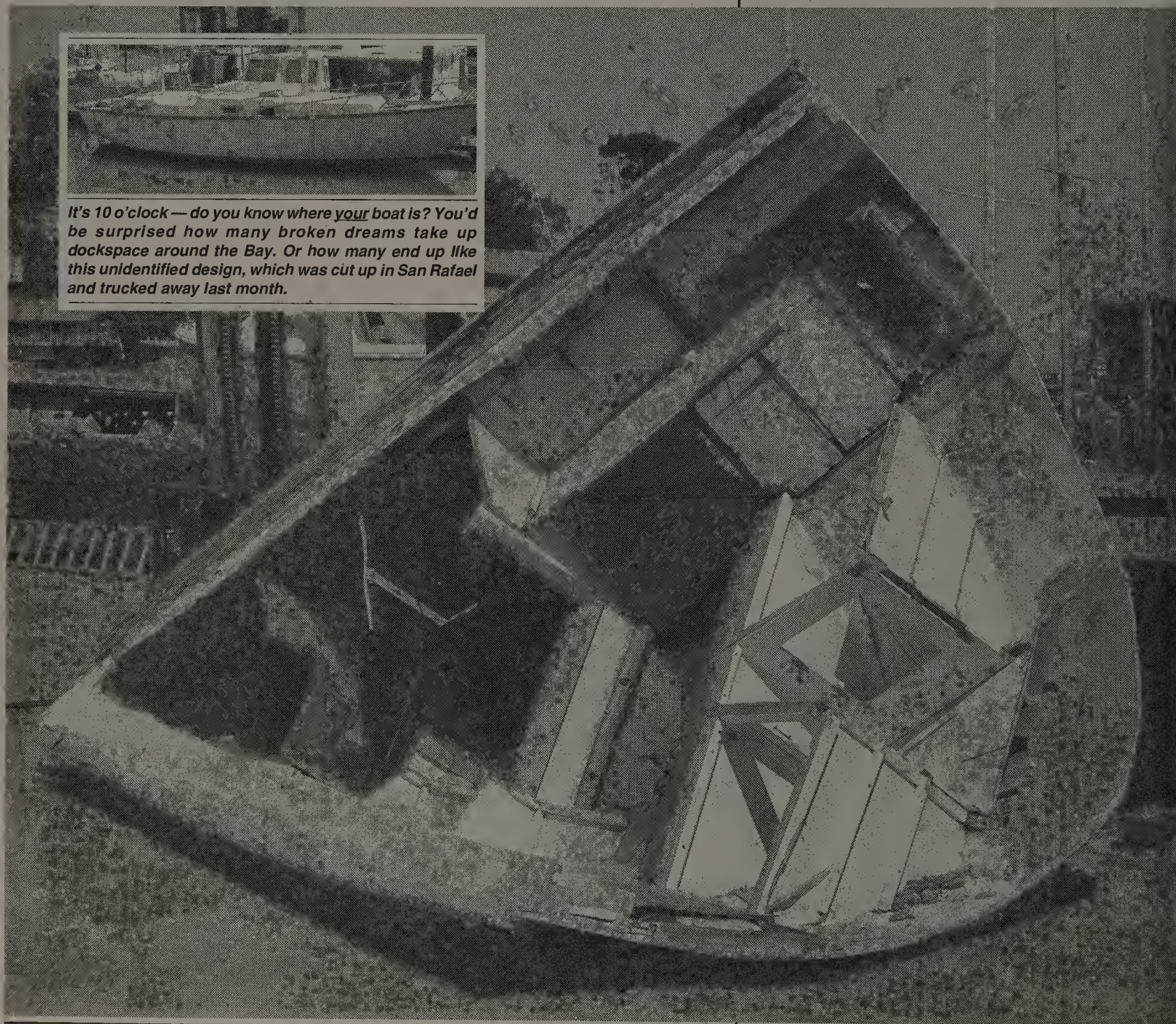
Sailing, as we all know, is its own reward. But now there's a way you can win some cool prizes while doing what you love. This win-win situation is known as Summer Sailstice.

The weekend of June 19/20 marks the fourth annual Sailstice, a holiday which celebrates sailing on the longest day of the year, the summer solstice (get it?).

The idea began simply enough — Bay Area sailor (and Latitude staffer) John Arndt conceived the notion of somehow uniting the worldwide sailing community for a celebration of the sailing lifestyle on one special day. And what better day than the solstice? Better yet, let's have them



It's 10 o'clock — do you know where your boat is? You'd be surprised how many broken dreams take up dockspace around the Bay. Or how many end up like this unidentified design, which was cut up in San Rafael and trucked away last month.



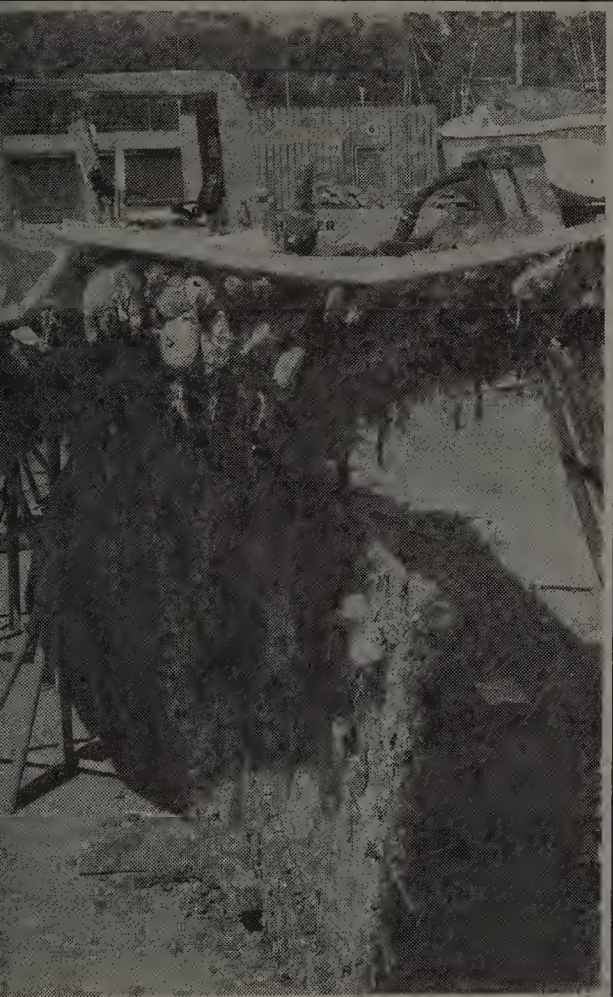
sailstice IV

sign up on a centralized database, get some sponsors involved and give out prizes. Even better, let's donate part of the proceeds to charity.

It took a couple of years to catch on — 200 boats in '01, 400 in '02. Last year, its third year, Summer Sailstice really took off, attracting over 1,400 sign-ups from 12 countries, 40 states and 5 Canadian provinces. People went out sailing as far north as Alaska, as far South as Venezuela, as far East as Japan, and as far West as Tel Aviv.

Recently rated 'One of the Ten Best Sailing Events' in the May issue of Sail-

continued middle of next sightings page



LATITUDE/ROB

overpowered — cont'd

that it is indeed a dangerous thing. The second sail, I took a lady friend with me. She didn't know anything about boats. We made it back to the dock, very wet but we didn't have to swim.

The third time I went alone. I left the marina in a very fresh southwest breeze on an outgoing rip tide, and headed for the ocean. I made several tacks, putting the rails underwater, thinking, "This isn't so hard."

I was directly under the bridge when the mast broke. I had just tacked onto starboard, and when the sails cracked full, the mast snapped at the spreaders. I quickly gathered what I could out of the water to clear the motor, and was able to motor to some dolphins 50 yards away and tie off. The Coast Guard 44-footer was there immediately (I had passed their station rail-down on the way out), offering assistance if needed. I was able to get everything on board and tied down myself, but the Coasties escorted me back to the marina, just in case.

Later, in analyzing the situation, I decided having full main and 130% genoa up in 25-30 knots of wind was probably not a good idea. I came to the conclusion that I was slightly overpowered — and that I still had a few things to learn about sailing.

— speed rasmussen

Readers — Do you have a personal dismasting story, or just a funny story about sailing or sailboats that people might get a chuckle out of? If so, we'd like to add them to the many we've gotten on those two themes over the last few months. Email them to John Riise at johnr@latitude38.com.

weather for pac cuppers

Weekend warriors who read *Latitude 38* will be at least tacitly familiar with the concept of 'weather routing.' This is where you hire an individual or company to tell you the best time to sail where you want to sail, and what to expect along the way. Although it's usually associated with jillionaires wanting to set records, it is available to the Average Joe, as well. (See *Chubby's Alaskan Adventure* in this issue for a good example.)

Most races do not allow weather routing during the race. So most ocean racers with any expectations of doing well these days must learn the craft themselves — or try to. There are lots of ways to do this: seminars, books, studying weather maps, etc. All offer varying degrees of success depending on the individual.

There is a new method in the offing that holds great promise: an interactive internet website seminar by an outfit called Weather4Sailors, put on jointly by North U., Bill Biewenga and Commanders Weather. We talked with Bill when he was passed through the Bay Area recently, and got pretty excited about the promise of this new service — in particular the seminar that has been set up specifically for Pacific Cup racers.

Here's how it works: You pay \$150 up front for access to two 2-hour online seminars on June 25 (3-5 p.m. PDT) and 27 (7-9 p.m. PDT). During the seminars, Bill will use charts, weathermaps, overlays and other visual aids to illustrate what to expect weatherwise for the Hawaii crossing. He'll discuss various strategies to deal with the vagaries of the Pacific High, how to use weather maps and satellite images, how to access publicly-available weather information during the race — and how to use all this information to your best advantage. You will even be able to ask questions and have them answered in real time. Best of all, you can do all this from the comfort of your computer at home, on the boat — wherever!

Biewenga himself shouldn't need much introduction. With more than 300,000 miles under various keels, he's been an all-around skipper, crew, navigator, delivery skipper and project manager for dozens of noted boats and campaigns. He's also an author, contributing articles

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SIGHTINGS

pac cup weather — cont'd

regularly to sailing magazines, and just recently completing *Weather for Sailors*, the newest addition to the North U. series of books.

For more information, or to sign up, log onto www.weather4sailors.com. Be aware this is very much a 'new thing' (only the second in a series which includes the Bermuda Race, Chicago-Mac and others later in the year), so you'll be both pioneer and guinea pig. Let us know what you think!

short sightings

LOCH LOMOND — Resident and tenants of the Loch Lomond Marina have banded together to form 'Save the Loch Lomond Marina'. They want to save it from an 88-unit development that would threaten or replace much of the open parking space at the marina — as well as the restaurant, grocery store, dry storage and parking for day-launch trailers — with 70 homes and a 21,000-square-foot commercial building. And that's just the first phase. Residents and marina tenants feel the project, proposed by Sausalito-based developers Dorfman Partners LLC, would increase traffic and "destroy the neighborhood's character." A spokesperson for the developer says she hopes the residents and de-

summer sailstice

ing magazine, Summer Sailstice seems to have really stuck a chord. Signups for the '04 event are already over 800, well ahead of last year.

It's easy to take part. Just signing up qualifies you to win. As participation has grown, so has the number of sponsors and the quality of prizes. Just one example: a one-week charter in the British Virgin Islands aboard a Moorings yacht.

One of last year's winners was local sailor Damon Sandberg. Only a few months after completing sailing lessons at Tradewinds Sailing Center in Richmond, he found out he'd won his first sailboat — a Hunter Liberty sailing dinghy — just for signing up for Sailstice!

Organizers encourage participants to be creative. Beyond just heading out for a sail by themselves, some folks are arranging parties or raftups around the



— cont'd

event. Like OCSC Sailing in Berkeley, who are looking forward to their third annual Summer Sailstice party and bonfire. Last year, 300 people showed up to party and go for rides on the tallships *Hawaiian Chieftain* and *Gaslight*, which came over for the occasion. You can find similar get-togethers in your area on the website.

A key to the success of Sailstice is getting everyone to sign up — not just skipper or boat owners. Part of the mission of Sailstice is to give back to the community, and for everyone who signs up, a dollar gets donated to Seacology, a non-profit dedicated to preserving island ecosystems.

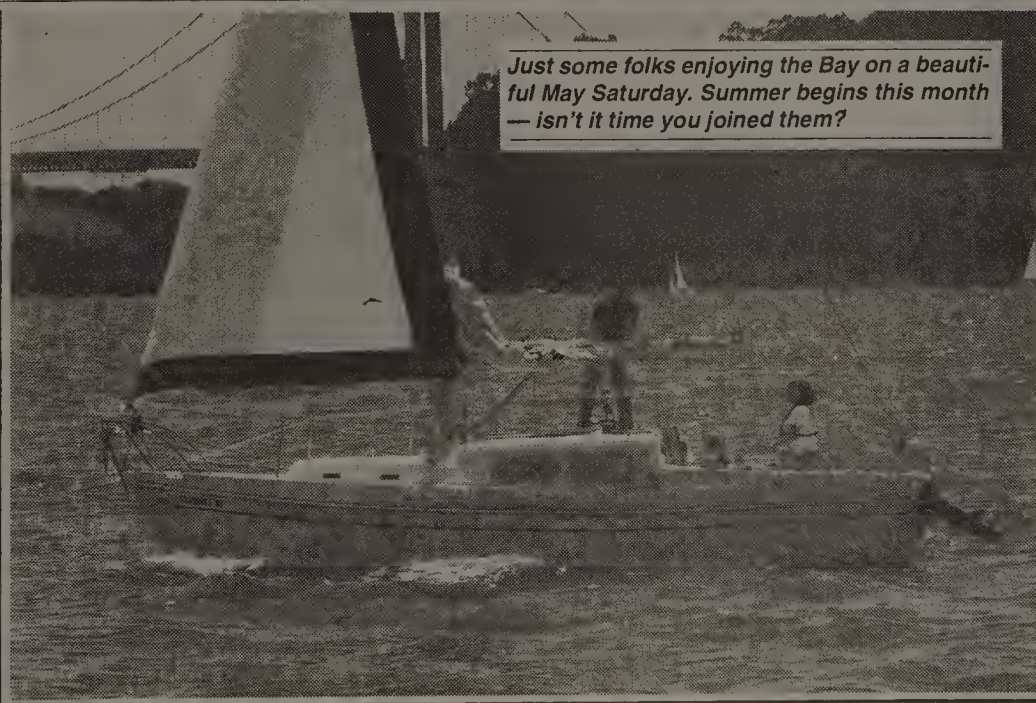
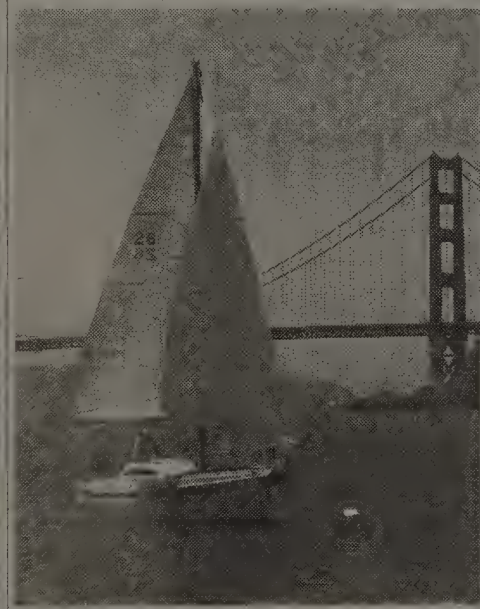
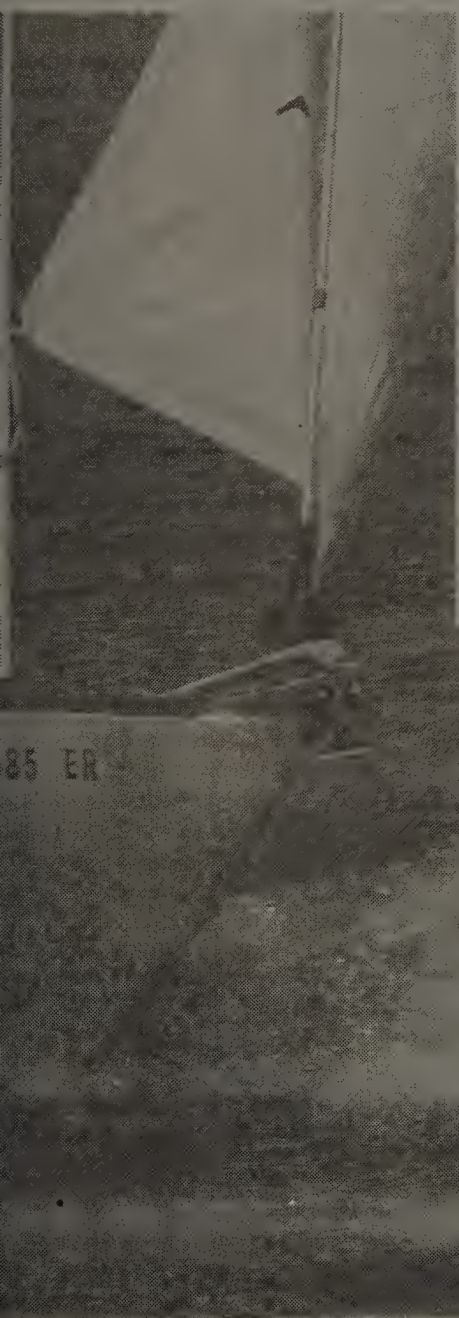
Signups are free, the prizes are many, and the possibilities — priceless. For more information, or to sign up, log onto www.summersailstice.com.

shorts — cont'd

veloper can work things out as the project moves ahead.

THE HIGH SEAS — Facing the same budget cuts as other branches of the military, the U.S. Navy recently cut about 8,000 personnel — for an annual savings of nearly \$1 billion — and instituted a program that may be a bellweather of things to come: hire civilians to run its ships. Well, maybe. The pilot program is being run aboard the *USS Coronado*, an amphibious transport ship. Instead of going the normal route of training young recruits to run the ship's various systems, the Navy hired civilian mariners who it says "can do the work of several trainees." On a recent cruise to Japan, the *Coronado* sailed with 200 fewer sailors than its full Navy complement of about 550, and 153 of those aboard were civilians. In the engine room alone (and helped by automation), the staff went from 18 to 3.

Although the civilians are paid about twice as much as those in uniform, they're still cost effective because they don't get most of the benefits or retirement. Also, civilians can be let go as soon as they are no longer needed; and they can be hired for custodial or cooking tasks while Navy personnel concentrate on their jobs. One more thing: civilians will be involved only in running the ship(s). They will *not* take part in operating any weapons systems, and will not be stationed on ships going into harm's way.



Just some folks enjoying the Bay on a beautiful May Saturday. Summer begins this month — isn't it time you joined them?

CLEAN SWEEP



ALL PHOTOS LATITUDE/ROB EXCEPT AS NOTED

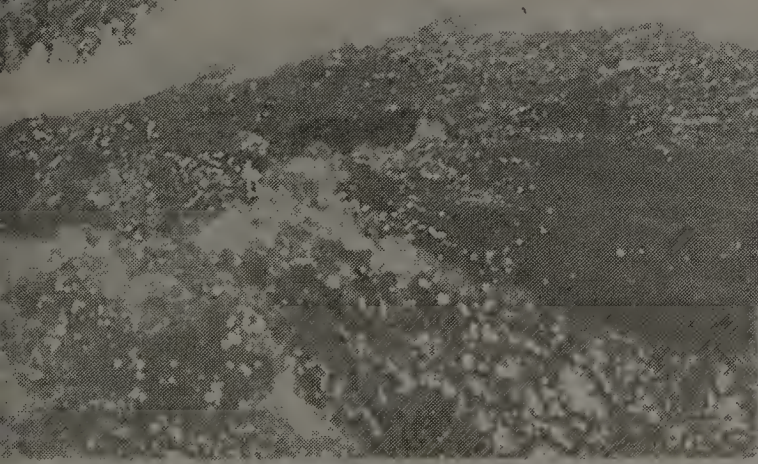
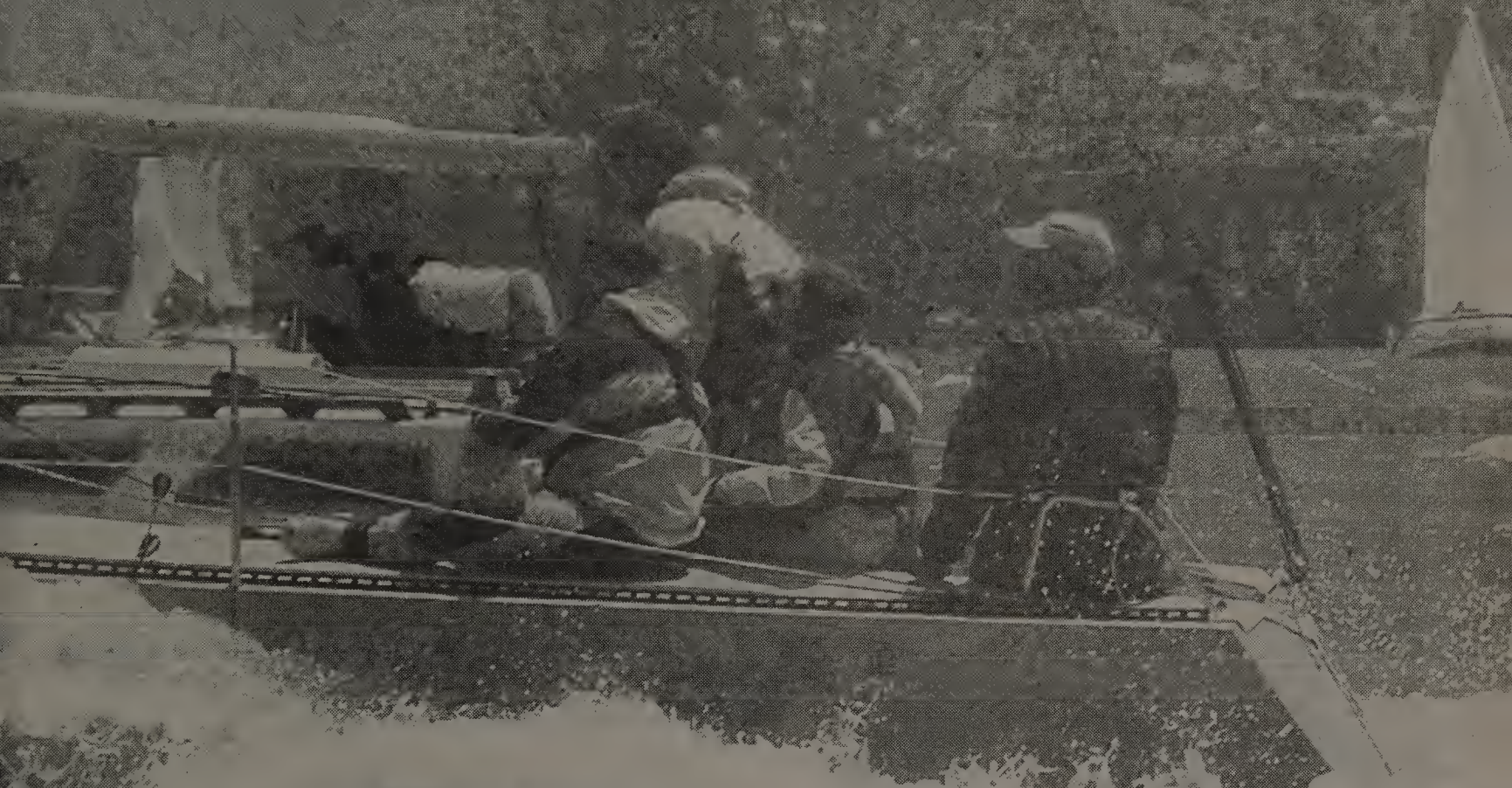
"I didn't know Olson 25s were planing boats," said one editor as *Clean Sweep* blasted past our photoboot off of Alcatraz on May 15.

"They're not!" replied editor #2, a former O-25 owner himself. We both watched in amazement as Tom Nemeth and his crew — Mark Witty, John Glass, Anthony Radspieler and 'Surfer Jim' Pottenger — kept the little speedster upright and in one piece in the semi-nuclear breeze and bumpy ebb chop. But we knew it couldn't last. We shadowed them, cameras at the ready for the inevitable crash and burn, which came way later than expected. They eventually shifted down to a jib and ended up third in this first of two ODCA races. In the even windier second race, they were among only two or three 25s in the eight-boat fleet to even attempt to fly a kite — and paid the price. "We spent so much time at 90 degrees that I think we were last!" laughs Tom.

By contrast, our next stop was the HDA competition over by Angel Island, where we found the fleet drifting around in flat water and absolutely zero wind.

See www.yra.org for how *Clean Sweep* and all the YRA classes did that day.

— PROFILES IN COURAGE



The Clean Machine — spread, Tom Nemeth (at far right, with cap on) steers 'Clean Sweep' on her whitewater, white-knuckle ride. Left, bouncing through the ebb off Alcatraz. Above, the rockin' and rollin' throws one crewman into the lifelines. Opposite page, this roundup stopped the fun — but only for a few seconds.

2004 SINGLEHANDED

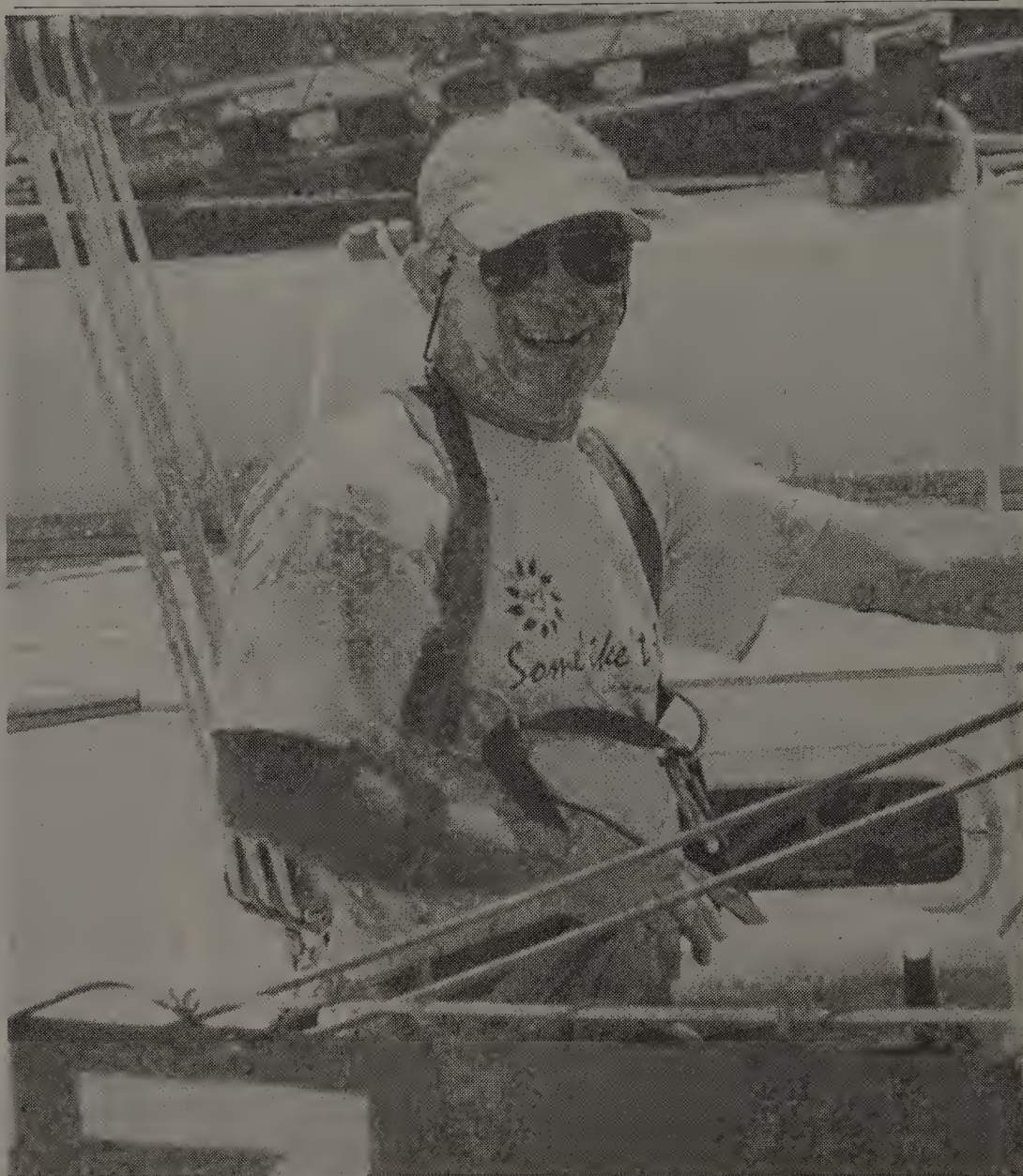
Ever since its first running in 1978, the biennial Singlehanded TransPac has been something of a mercurial event. In its early runnings, it was a man-against-nature thing that attracted lots of entries and attention. As the event found its legs, its attraction shifted more to the personal accomplishment end of the spectrum. But what really sets it apart from other races is the camaraderie factor. Where racers in the TransPac or Pacific Cup are often on airplanes headed home before most of the fleet even finishes, those who finish the Solo TransPac tend to stick around. They gather every afternoon in the shade of the big tree on the beach at Hanalei Bay, Kauai, swap stories, laugh a lot, and deservedly bask in the glow of mutual accomplishment. That alone keeps many of them coming back year after year.

Though not in the same numbers. Another wild variable of this event are that sometimes the fleet is so small one almost wonders why they even bother. Other years, like 2004, it is off the graph.

At this writing, 29 boats are signed up to answer the starting gun off Corinthian YC on Saturday, June 26. That's up from — ahem — 8 in 2002. And nobody seems to know exactly why.

"I think it's because we all *can* do it again," notes five-time returning veteran Greg Morris (Moore 24 *Color Blind*). He's just one of many who have arranged — or conned — employers or significant others into letting them do the race. Another veteran, Chuck Beazell (Hunter 54 *Joe*) says the veterans keep loose contact by email, and this year just seemed to click for everyone. Eleven sailors — a third of the fleet — have done the race at least once before. One, Ken 'The General' Roper, is returning for his *eighth* Singlehanded TransPac. The former career Army man (he really was a Brigadier General in Viet Nam) is also sailing the same boat he has every time previous, the Finn Flyer 31, *Harrier*.

The solo TransPac traces its roots back to the '70s. Although there were crewed, near-coastal races in the ocean off San Francisco, singlehanders didn't venture beyond the Golden Gate much until late in the decade, when a marine business owner named George Siegler suggested a solo race around the Farallones, 25 miles out and back. Sixty entries set off under the Golden Gate that spring, and were promptly pumpeled by gale-force winds. Most boats didn't even make it halfway to the islands. But 14 managed to finish, and no one died. The



Ken Roper heads out the Golden Gate aboard 'Harrier' in the '96 race. The General is back this year for his seventh Solo TransPac. For a look at who else is going this year, turn the page.

next year, local solo sailors formed the Singlehanded Sailing Society (SSS) and announced the next destination: Hawaii.

1978

Thirty-three starters in two groups started that first SSS TransPac. They ranged in size from a Santana 22 to a Columbia 57, with a little of everything in between. Twenty-two finished that windy race, and records were set that stood for 10 years. The big one was Norton Smith, who sailed his Santa Cruz 27 *Solitaire* over in 13 days, 2 hours, and 34 minutes (corrected 9:17:18) — a decent time for crewed efforts in those years. Although nine boats dropped out for various reasons, again, no one died (as predicted by many), and no boats were lost, beginning an exemplary safety record that persists to this day.

In the glow of the 1978 success, the

SSS established the race as a permanent event to be held every "even" year.

1980

The 1980 race set a number of firsts. It had the greatest number of participants: 38 starters and 27 finishers. The first multihull, *Crusader*, a Cross 55 trimaran sailed by Mike Kane, proved that two or more hulls is the quickest way to Hawaii on elapsed, if not corrected, time. Three women started, Amy Boyer on *Little Rascal*, a Wilderness 21; Linda Weber-Rettie on *Rough & Rettie*, a Yamaha 33; and Kathy Senelly on *Erasmus*, a Cal 25. Amy finished second in class and third overall.

The 1980 race was won by the oldest boat entered. Bob Counts sailed his 25-ft Golden Gate *Sanderling* — built in the '50s — to a first in class and fleet. Bob, in a pre-race interview, correctly predicted that *Sanderling's* full keel and small rig would allow him to sail to her 234 PHRF rating. Bob Boyes won the ULDB division in *Saltshaker*, a Moore 24,

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and John Carson won his division in *Argonaut*, a veteran Cal 46.

1982

Instead of the normal windy starboard tack bash into rough seas off the California coast, the 18 starters in the 1982 race found themselves in a light air port tack beat for the first week. The early finishers all ended up sailing over the High on a port tack into the trades, while those who followed conventional wisdom and went south only found a long, slow race. As expected, Mike Kane on *Crusader* finished first again, this time in 13 days. Dan Newland in the Wylie 34 *Pegasus* was the first monohull to finish, completing the 'hat trick' with a first in division and first overall.

1984

The 17-boat fleet that started the 1984 race was quickly whittled to 15 in the first few days as one boat broke a rudder and another blew out most sails

in the rough early going. The rest, despite being cold and wet (and some seasick), soldiered on. Peter Hogg's 40-ft *Tainui*, another catamaran, was the first to appear in Kauai in 14 days and 16 hours.

Next on the horizon was *Francis Who*, an Olson 30 skippered by Frank Dinsmore. Frank, who had also sailed in the two previous TransPacs, finished in 16 days, 26 seconds — good for a first in Division 1 and third overall.

Also in the '84 race was one of several singlehanded TransPac participants who over the years went on to sailing greatness. Mark Rudiger, who sailed around the world in the last Volvo Ocean Race as navigator on *Assa Abloy*, sailed his first solo TransPac aboard his beau-



If there's a more beautiful place on earth to end a sailboat race than Hanalei Bay, Kauai, we don't know about it. This is Steve Steinberg ghosting into the anchorage after finishing the 2000 race on his Olson 30 'Sol Man'.

tifully crafted Carlson 29 *Shadowfox*. In a preview of things to come, Mark had a run of 202 miles on the third day, which was the record for that race and pretty remarkable for a 29-ft non-ultralight.

1986

The '86 race, like the '80 version, established a number of firsts. Hank Dekker, a blind sailor, skippered his Laser 28 *Outta Sight* using braille charts, a braille compass, and a talking Loran and clock. Not only did he complete the race in 17 days and 19 hours, but corrected out for a third place trophy in Division 1. Dan and Linda Newland, both solo TransPac veterans, became the first husband and wife to compete against each other. They celebrated their second anniversary on the second day of the race via VHF radio.

Of the 15 finishers, three were multihulls of similar size, which provided some real competition in that class. Three boats had significant sponsorship, and one, the 40-ft Crowther trimaran *Bullfrog Sunblock* (which came all the way from Australia to do the race), was fully sponsored. Skipper Ian Johnston got first to finish and set the new multihull record of 10 days, 10 hours. His best 24-hour run was an amazing 350 miles. Dan Newland, sailing the borrowed Olson 30 *Francis Who?* was once again the first monohull in with a time of 13 days 6 hours, missing Norton Smith's record by only a few hours, but once again finishing first in both Division I and overall.

1988

The weather gods smiled favorably on the singlehanders in 1988 with a strong Pacific High that stayed north. This wasn't altogether by chance, since the

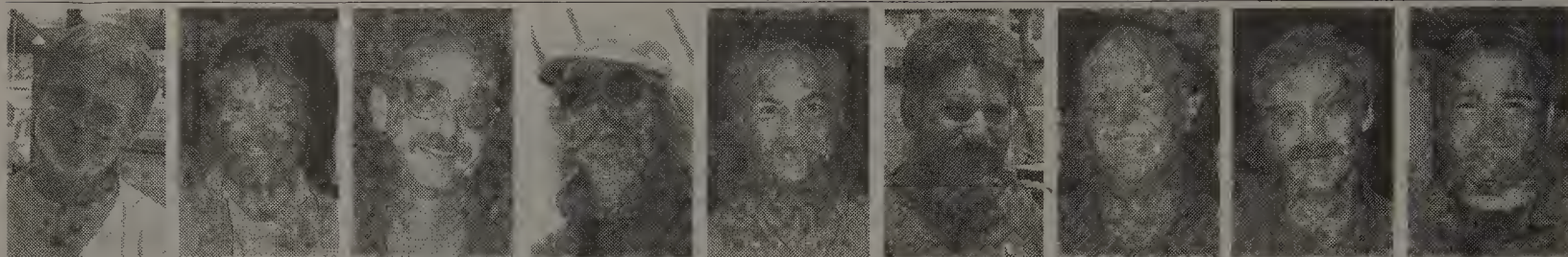
2004 Singlehanded TransPac Entries

Boat	Type	Skipper	Hometown	PCR	Corr. Hrs
DIVISION I					
<i>Dog Bark</i>	Custom 60	Al Hughes	Seattle	-72	-42.40
<i>Maverick II</i>	Elliot 45	Brian Petersen	Helensville, NZ	-45	-26.50
DIVISION II					
<i>Surfinn</i>	J/90	Ryan Finn	New Orleans	48	28.27
<i>Rusalka</i>	SC 40	Erik Schwartz*	Bath, ME	63	37.10
<i>Alchera</i>	J/120	Mark Deppe*	Alamo	65	38.28
<i>Tiger Beetle</i>	N/M 45	Rob MacFarlane*	Alameda	65	38.28
<i>Joe</i>	Hunter 54	Chuck Beazell*	San Jose	44	25.91
DIVISION III					
<i>Koinonia</i>	J/35	James Graul	San Francisco	96	56.53
<i>Zapped</i>	J/33	James Tallet*	Seattle	81	59.48
<i>Prankster</i>	Olson 30	Frank Ross	Anaheim	96	56.53
<i>Wenlemer</i>	Swan 47	Wen Lin	Tiburon	102	60.07
<i>Kaien</i>	Waterline 45	Steve Saul	Mill Valley	122	71.84
<i>Audacious</i>	Peterson One Ton	Carlton Eshelman	Fairfax	138	81.27
<i>Wisdom</i>	Santana 3030	Alan Hebert	Menlo Park	138	81.27
<i>Starbuck</i>	Blacksoo 30	Greg Nelsen*	Oakland	139	81.86
DIVISION IV (Moore 24)					
<i>Cookie Jar</i>	Moore 24	George McKay	Foster City	152	89.51
<i>Moore Havoc</i>	Moore 24	Mark Moore	Sausalito	152	89.51
<i>Color Blind</i>	Moore 24	Greg Morris*	Foster City	152	89.51
DIVISION V					
<i>Koodori</i>	Yamaha 33	John Swenson	Mill Valley	185	108.94
<i>Alegria</i>	Camper Nicholson 35	Jim Teipen	Alamo	177	104.23
<i>Sail a Vie</i>	Ericson 30	Phil MacFarlane*	San Mateo	180	106.00
<i>Ergo</i>	Ericson 35	Bill Merrick	Sausalito	186	109.53
<i>Harrier</i>	Finn Flyer 31	Ken Roper*	Loryon, VA	192	113.07
<i>Hesperus</i>	Kirby 23	Paul Woodward	Bothell, WA	168	107.18
<i>Miss Laney</i>	Ericson 30+	Daniel Alvarez	Pleasanton	201	118.37
<i>Islander</i>	Bristol 34	Barbara Euser	San Rafael	206	121.31
<i>Tan Tsin</i>	Pacific 30	Steve Hocking	Sausalito	219	128.97
<i>Haulback</i>	Spencer 35	Jim Kelliam*	Delta, BC Canada	231	136.03

* Singlehanded TransPac veteran

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THE VETERANS



Jim Kellam

Phil MacFarlane

Mark Deppe

Rob Macfarlane

Greg Morris

Erik Schwartz

Jim Tallet

Chuck Beazell

Greg Nelson

SSS race committee delayed the start date to the end of June in hopes of a more stable weather pattern. Whatever the reason, the 14 starters left with good wind, kept it all the way, and were able to sail the rhumbline, setting some new records in the process.

Though Peter Hogg's *Tainui* was once again first across the finish line, the winner was Seattle sailor Bill Stange, who sailed his well-named Olson 30 *Intense* to a new elapsed monohull record of 11 days, 15 hours, 21 minutes (9:06:49 corrected), finally besting Norton Smith's monohull record from the first race by more than a day.

1988 will also be remembered as the first year all starters finished, and the year that the biggest boat was entered, solely to beat the elapsed time record. Unfortunately, Bob Cranmer-Brown's custom Adler 60 *Etosha* was plagued by steering problems that prevented a record run.

1990

The '90 race saw 19 boats on the line, and they started under windy conditions that hinted Stange's record might be in danger. In fact, it was so windy, one competitor dismasted before even making it out of the Bay. Ironically, the fleet was all but becalmed outside, and Ray Jason actually had to start his engine to stay off Seal Rock. (He motored back in to restart.) The Pacific High fell right on top of the fleet and it remained a light-air race the whole way.

Peter Hogg was again first across the line in a multihull, but this time it was his new Antrim 40 trimaran, *Aotea*. His time was 12 days, 10 hours. The overall winner on corrected time was Alan Brutger, a laid-back Montana rancher who reported an easy trip aboard his Freedom 44 ketch *Polecat*. Ray Jason, the famous San Francisco street performer who had to restart, finished in 20 days, 4 hours, just in time to lend the awards ceremony some added spice with his entertaining juggling act.

1992

The '92 race saw two brand-new Newland 368 sisterships on the line: Frank Dinsmore's *Francis Who? II* and the de-

signer in his *Pegasus XIV*. Dan Newland had won class and overall honors both previous times he had entered the SSS TransPac, so the pressure was on to repeat — which he did. The Pacific High was far to the south, but Dan managed to escape most of its effects to finish first in 13 days, 11 hours. Not a new record, but once again good enough for first in division and overall.

1994

Bill Stange had reason to worry again in 1994, as multiple (crewed) TransPac veteran Stan Honey sailed his Cal 40 *Illusion* under the Golden Gate bound solo for Hanalei. Honey got the breeze the boat liked and slid into Hawaii in the new record time of 11 days, 10 hours and 52 minutes — five hours faster than Stange's *Intense*. Underscoring this incredible accomplishment was the fact that more than 100 Cal 40 efforts have been mounted in various crewed TransPacs dating back to the '60s — and Stan beat all of them. . . singlehanded!

(Stan was another who went on to bigger things. He was navigator on the record 2001 TransAtlantic run aboard Steve Fossett's 125-ft catamaran *PlayStation*, and is navigator aboard Roy Disney's new maxZ86 *Pyewacket*.)

Also setting a new record in this windy race was Peter Hogg and *Aotea*. Although he had participated in four previous SSS TransPacs, finishing first in three of them, this was the first time Peter had posted a record run. And what a record it was: 8 days, 20 hours, 16 minutes, an average of 10.75 knots over the 2,120-mile course!

Despite the high drama, the '94 race featured only 12 competitors, the smallest SSS TransPac fleet to date.

1996

As soon as the sages predicted Stan and Peter's records would likely "stand for a long time to come," along came *Wild Thing* in the moderately windy '96 race and obliterated one of them. Bellingham, Washington's, Ray Thayer sailed his Brewer 60, a giant boat he hoped to sail someday in the BOC Round-The-World Race, to a new monohull record of 10 days, 22 hours, 53 minutes. (Unfortu-

nately, he lost the boat the next year before realizing his BOC dream.)

The overall winner of the 16 entries — by two full days on corrected time — was Bruce Schwab. What made his performance all the more amazing was that Bruce was sailing one of the race's oldest — albeit most highly modified — boats, his 30 Square Meter *Rumbleseat*, which was built in 1930!

(Bruce did go on to realize his dream of round-the-world racing. He completed the 2003 Around Alone event aboard the Wylie-designed Open 60 *Ocean Planet*, and is presently getting the same boat ready to participate in the Vendée Globe Race, a nonstop round-the-world sailing marathon that starts this fall.)

1998

Steve Fossett's mighty 60-ft trimaran *Lakota*, the only multihull in the '98 race, shaved more than a day off *Aotea*'s '94 mark. This despite the fact that Fossett sailed the big boat 'conservatively', which in this case meant keeping her under 25 knots. The official time for the multiple record-holding boat and skipper was 7 days, 22 hours, 38 minutes, 28 seconds. It remains the standing record for the Singlehanded TransPac.

Another historic victory in '98 came in Class II, where six-time participant Ken 'The General' Roper finally won his class. Tradition has it that once the fleet gets into the Trades, the General starts sipping martinis and passing everybody. This year, he proved that the formula really works.

Correcting out first in Class I and overall in the fleet of 13 starters and 11 finishers was Dale Parshall's Baltic 38 *Giggles*. His secret? When the Trades swung almost dead astern, he took down the spinnaker and poled out twin 125 genoas. While other competitors continued to fight their spinnakers, Parshall and a handful of others (including Roper) found twin headsails gave them the consistent speed — 24 hours a day and with minimum expenditure of energy — to make the difference at the finish line.

2000

Twenty-three sailors signed up for the Millenium Solo TransPac and, befitting

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THE NEWBIES



Dan Alvarez



Barbara Euser



Jim Graul



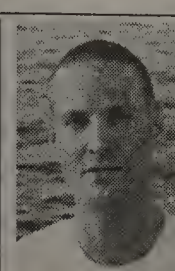
Alan Hebert



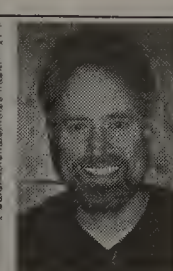
Mark Moore



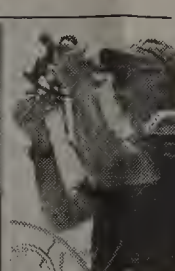
Steve Hocking



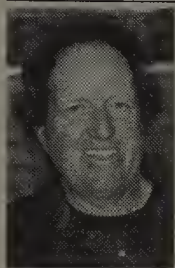
Ryan Finn



John Swenson



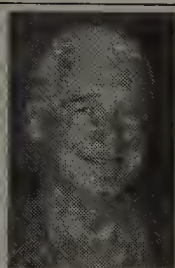
Frank Ross



Al Hughes



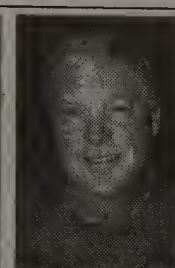
Wen Lin



Bill Merrick



Steve Saul



Jim Telpen



George McKay

a new century, there was a little bit of everything — an abandoned boat, an onboard fire, guys hand steering for days when their electrical systems quit. Even The General had a hard time of it when his faithful steed *Harrier* dismasted. As tradition dictates, however, everyone survived to tell their tales.

Anna Stockel's Santa Cruz 50 *Sundowner* — the boat famed circumnavigator Hal Roth sailed in two BOC races — finished first in 12 days, 4 hours, but Greg Nelson's 30-ft Black Soo *Starbuck* — built way back in 1968 — took first in division and overall honors.

2002

Illustrating that 'mercurial' thing we mentioned, only 8 boats sailed the last Solo TransPac. And though the first boat to finish, Mark Deppe's J/120 *Alchera* (13 days, 1 hour) also took the division win, the last boat in — Jim Kellam's Spencer 35 *Haulback*, took overall corrected honors.

The race also featured the first boat to actually hit the reef located near the entrance to Hanalei Bay — though other boats have come close. Fortunately, Tony Carr's Hobie 33 *Tease* suffered only minor damage and quickly bounced back into deeper water.

In the big picture, the 1994 solo TransPac was probably the windiest, followed by the '96 and '98 races, both of which featured the steadiest breeze (no horrendous weather and no one becalmed). The '80, '82, '84, '86, '90, '92, '00 and '02 races were all plagued with light winds somewhere along the course as a result of the Pacific High being either (a) not strong enough, (b) not in the right position, or (c) unstable — in other

words, dropping down on the fleet. As a result, no records were broken and many boats had some slow days. The history of any race to Hawaii revolves around the Pacific High weather system and the strategies the skippers develop to sail the shortest distance consistent with keeping out of the High.

Other observations: Most SSS TransPac participants have sailed production yachts with just a few older custom race boats. The most successful production design to compete is the Olson 30, with class firsts in '82, '84, '86, and '88.

More trivia:

Most Singlehanded TransPacs — Hands down, Ken Roper is the 'godfather' of the Singlehanded TransPac. This will be his eighth official one (the others were in '84, '86, '92, '94, '96, '98 and '00), and there were a few times when he "didn't bother" entering and sailed over anyway to spend time with friends from previous races. "The adventure, the race and the people. I'm coming back for all of that," he's been saying for years. It's what keeps him returning from his current homebase in Virginia.

Oldest competitor — Ken Roper again, who turns 74 this year and shows little sign of slowing down. 'Second place' is famed singlehander John Guzzwell of Seattle, who has competed twice, the last time, in 2002, at age 72.

Youngest competitor — This time around, it's 26-year-old Ryan Finn, sailing the J/90 *Surfinn*. The all-time youngster was Amy Boyer, who turned 21 during her 1980 crossing.

Largest and smallest boat — The singlehanded TransPac is open to boats from 20 to 60 feet. Al Hughes' *Dog Bark*, an Open 60, is this year's big boat. Past 60s of note include *Wild Thing*, *Etosha* and *Lakota*. The smallest this year is the

Not pictured: Carlton Eshelman, Paul Woodward

trio of Moore 24s, *Cookie Jar*, *Color Blind* and *Moore Havoc*. Overall, the smallest boats to do the race were a couple of Wilderness 21s, which made the trip in 1980 (Amy Boyer) and 1990 (Les King).

Longest Haul — Jim Kellam is coming down from British Columbia. Ken Roper's official homeport is Loyton, Virginia. Erik Schwartz moved back to Maine, but has kept his Olson 40 *Rusalka* out here just to do this race. Ryan Finn is trailering his J/90 *Surfinn* from New Orleans. As far as actual miles traveled with the boat, the long-distance 'award' would have to go to Paul Woodward, who is trailering his Kirby 23 *Hesperus* out from Greenville, North Carolina. The all-time long-distance winner is Ian Johnston, who came from Australia to do the Solo TransPac aboard *Bullfrog Sunblock* in 1986.

Most Worthy Cause — Ryan Finn learned about the Singlehanded TransPac when he was flown to Stanford for special cancer treatments several years ago. This year, on the way out to California towing *Surfinn*, he will be stopping at schools and hospitals along the way for various fundraisers. All money raised will go to children's cancer research.

Most Comfortable Crossing — This one's pretty subjective, but we recall being pretty impressed in 1990 when Alan Brutger wung out the main and mizzen on opposite sides of his Freedom 40 cat ketch *Polecat*, set the autopilot and basically lived aboard while the boat sailed herself to Hawaii. He even had time to do calisthenics every morning and varnish the cabin table on the way over.

Least Comfortable Crossing — Even more subjective, but certainly among the top five was Buzz Sanders, also in the 1990 race, who about killed himself trying to beat Brutger's *Polecat* into Hawaii with his Sonoma 30 *Red Stripe*. Buzz got so exhausted putting up spinnakers, taking them down and aggressively sailing the boat that he sailed right past Hanalei Bay. By the time he realized the error, *Polecat* had finished.

In past years, we have featured mini-

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bios on each of the Singlehanded TransPac entries. This year, with 29 of them, we just don't have the space. Fortunately, you can read most of their stories at the Singlehanded Sailing Society's well-done website at www.sfbaysss.org.

We'd like to finish this overview with a bit of prognostication — just for fun, mind you — of who is likely to win the various divisions. And surprise, surprise — it's nearly all veterans who have been there and done that before.

Division I (2 boats) — Al Hughes looks good to win this two-boat division. Unless he has major gear failure, he'll also be the first boat to finish.

Division II (5 boats) — We're betting about even money on either Mark Deppe's *Alchera* or Chuck Beazell's Hunter 54 *Joe* to take honors in this division. Both are veterans of the race and know the way and their boats well. Also in the running is Rob MacFarlane, another veteran, this time returning with the N/M 45 *Tiger Beetle*. Ryan Finn will definitely have the wildest ride of the fleet on the J/90 *Surfinn*.

Division III (8 boats) — The nod has to go to 2002 winner Greg Nelson on

Starbuck. The old boat is still fast, and her hard-chine'd bottom makes her track exceptionally well under autopilot. Greg also sails the boat a lot and knows her whims. His biggest threat may be newcomer Frank Ross, whose boat choice has certain proven itself the right tool for the job on previous races. If he sails well, his Olson 30 *Prankster* might surprise everyone.

Division IV (Moore 24s, 3 boats) — Greg Morris, a good sailor with a fast boat and the only guy who can keep up with *The General* after the race at the Tahiti Nui bar. Greg has done the race four previous times and knows the tricks.

Division V (10 boats) — This one's tough, as we don't know a lot of the sailors in it. So we'll once again defer to the veterans and call it about even money between *The General* and last year's overall winner Jim Kellam on *Haulback*. They may be the last division to finish, but the most interesting drag race to watch.

The 14th running of the Singlehanded TransPac gets underway off

Corinthian YC on Saturday, June 26. If you're planning to sail the Bay anyway that day, why not venture over toward Raccoon Strait around 10 a.m. and see them off. If you have greater aspirations of someday possibly doing this race, try to make it over to Corinthian YC on Friday, as the boats will all be there and you can talk to the skippers.

It's too early to know what the Pacific High will be up to by the time the fleet gets out to it, so whether any new records are in the offing remains to be seen. But two things are for sure: first, there will be plenty of stories and goodwill flowing under the big tree in Hanalei Bay; and second, the weird and wonderful Singlehanded TransPac is here to stay.

Young or old, male or female, serious racers or casual cruisers — people come to this race from every corner of sailing. Some come for the thrill, some in pursuit of records, some for personal accomplishment. Many come year after year. They all gather afterward, victorious warriors aglow in the feeling of mutual accomplishment.

It's a good feeling.

— **robby robinson & latitude 38**

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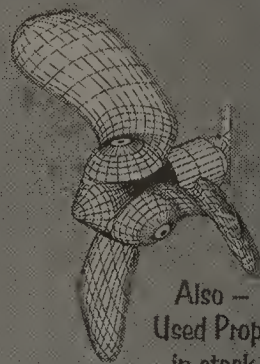
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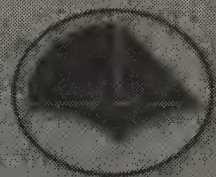
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SPRING BOATYARD TOUR

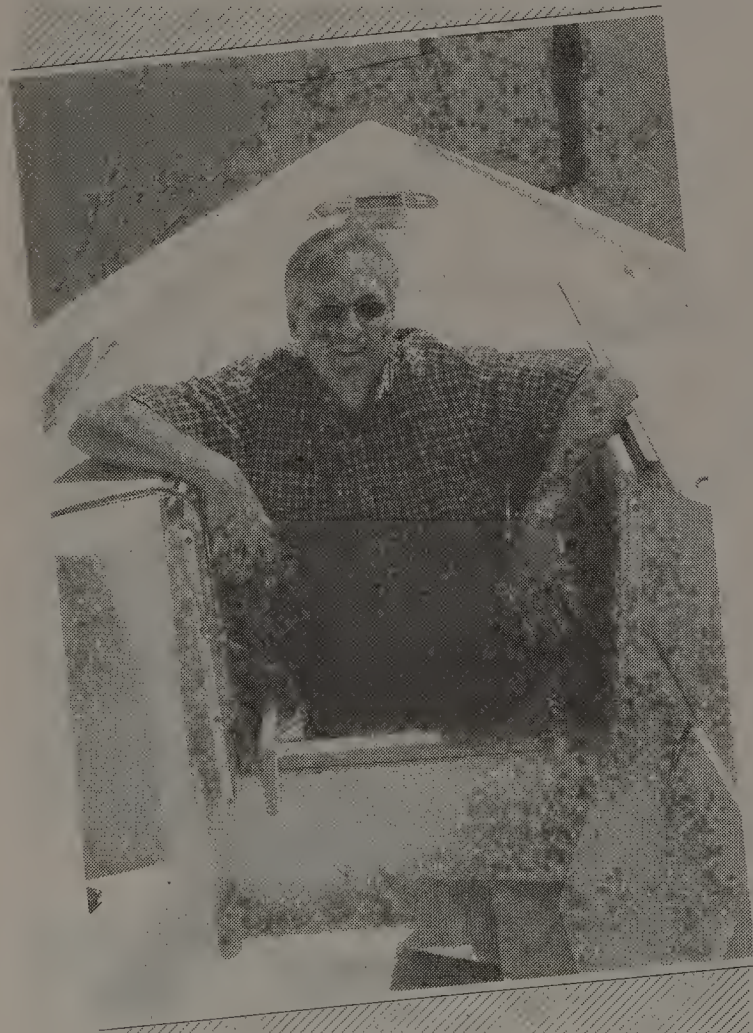
This annual 'boatyard pilgrimage' traditionally appears in our May issue, but for reasons that escape us, it was postponed until now. When it didn't run last month, the ensuing outpouring of rage and raw emotion was downright startling — we received hundreds of angry emails and threatening phone calls demanding that we revive this popular feature immediately. Well, dozens.

Okay, the truth is that no one wrote or called. But we decided to subject you readers to another round of boatyard vignettes anyway, mainly because we get such a kick out of doing them. What better excuse to get out of the office and spend the day poking around in eight different yards, checking out boats and chatting about sailing?

As always, there was absolutely no methodology to our 'research' — basically we just looked for the first friendly faces we could find, jotted down some quick notes, took a few photos, and then flew off to the next yard. Somehow, despite ourselves, we think we managed to stumble onto an interesting assortment of boats and people this year. In the following pages, you'll read about a naked hull about to become a hot race boat, an old wooden boat that found its way back to its family, a cruising boat that was just trucked out here from New England, a three-year rehab finally coming to fruition, a creative new use for a Coors Light box, a unique five-way partnership, a boat that was attacked by its liferaft, and another one that trophied in one of the world's toughest races.

Anyway, we enjoyed our annual boatyard tour. Hopefully, you will, too.

— latitude / rkm



Unnamed, N/M 36 — "This all started at the Second Half Opener three years ago, when our Soverel 33 *Mischief* blew its rig out," explained Jeff McCord, a San Rafael consultant to winemakers. "The deck got pretty damaged, too, and ultimately the insurance company just totalled it and gave us a check. Leslie, my wife, and I began looking around for another boat, eventually concluding that Express 27s are too small, J/105s are too expensive. . . and then, last July, we found this!"

The boat they settled on was an unfinished white hull, one of a dozen IMS-oriented N/M 36s built by Don Martin in Vancouver, BC. "It was made in '99 for a guy who defaulted on it," said McCord. "I remembered seeing a sistership, *Surface Tension*, win the Big Boat Series a few years ago. It should be a lively, fun PHRF boat for Bay and ocean racing — and without runners and with non-overlapping headsails, we won't need a football team to sail it."

McCord is working on his as-yet-unnamed boat at the funky San Rafael Yacht Harbor, 10 minutes from his house. In mid-June, he'll install a new Antrim-designed, Betts-built keel on the hull, which Gordie Nash beefed up to handle the extra load. "We modified the keel because we felt the boat would be overpowered on the Bay in the summer, kind of like the Soverel," said McCord. After the keel and rudder are attached, the boat will live in the water at Richmond YC while McCord installs a modified Hall-built Farr 36 carbon rig and various 'trick' deck hardware, with input from Scott Easom.

"Hopefully, we'll be sailing by the end of summer," said McCord. "There's still a lot to do, but I'm enjoying the process and learning a lot. I enjoy working with tools — in fact, I'm remodeling our house at the moment, too!"

— A DAY IN THE LIFE



Sonny Pearl, Catalina 42 — Rob and Beth Jacoby had just taken delivery of their latest boat, a 1994 shoal draft ("perfect for the Delta") two-cabin, two-head Catalina 42. "We knew what we wanted and found her through the internet," said Rob, who works for the City of Sacramento. "She was in a shipyard in Noank, Connecticut — you couldn't go much farther away for a boat! We had her trucked out last week, and will launch her in a few days."

Sonny Pearl, a combination of their parents' nicknames, is the Jacobys' third boat. They started with a Hunter 34, then moved up to a Catalina 36, which is currently for sale in the *Classy Classifieds* and at www.geocities.com/ccprivate/. "With four kids between the ages of 16 and 24, we basically outgrew the other boats," said Beth. "The boats have been our home away from home. We come down almost every weekend to go sailing and escape the heat."

The Jacobys were working on, and getting to know, their new boat at Berkeley Marine. "It's a reasonable and friendly yard," said Rob. "Plus, it's close to our Emeryville berth." Summer plans with *Sonny Pearl* include cruising with their yacht club, the California Cruising Clippers, to Tomales Bay and Monterey. "It's a paperless, but quite active, cruising club," explained Rob. "It began 30 years ago, and has been a PICYA member since 1984." The Jacobys will also make their annual trip to the Delta during the Indian Summer days of October, "the best time of year to go there."

Longer term, after Rob retires and the kids are all out of the house, they hope to aim *Sonny Pearl* south. "We'd like to spend a summer in Southern California first," they said. "We're both originally from Newport, and think it would be fun to sail out of there for a while."

Robin, Q-Class — "I grew up sailing *Robin* on Lake Michigan," explained Paul Heath (right), who works for a San Jose computer disk drive maker. "My father bought her in 1975, and completely restored her. After my brother and I moved away, he sold the boat and we lost track of her. I bought *Robin* back in 1999 after my cousin in Idaho saw her for sale in *WoodenBoat* magazine — it's been fun having her come full circle!"

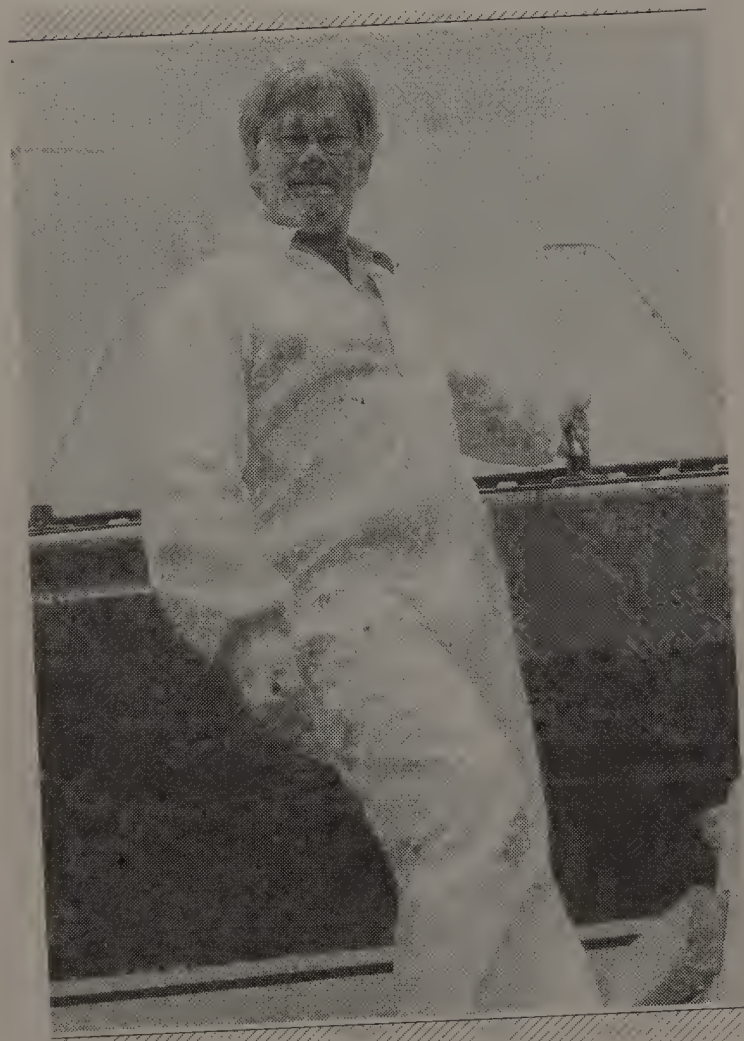
Robin was designed by Frank Paine and built of mahogany and oak by Fred Lawley near Boston. Built in 1928 for an owner that went belly-up in the Crash of '29, she was sold to famed yachtsman Chandler Hovey, who bought her for his son to play with while he sailed his J-class yacht. "She was kept in Marblehead, and was the most successful of the 30 or 40 Q-boats built," claimed Heath. "Q's are 50 feet long, a lot like 8-Meters. They were one of the 'letter' classes — J, M, P, Q and R's — and were basically built as throwaway racers for rich people. *Robin* is one of only six or eight left now."

Heath and crew Rodney Moore were working on *Robin* at Svendsen's, recaulking seams and painting the bottom. "We're getting ready for the Master Mariners," said Heath. "I'm hoping it doesn't blow very hard, as *Robin* is overpowered pretty easily. We basically put a reef in the mainsail every May, and take it out in October. The only question, then, is when to put the second reef in."

Until recently, *Robin* lived in Moss Landing, where Heath was commodore of Elkhorn YC last year. Now, Heath keeps her on the Estuary at Fortman Marina. "It's a profoundly bad cruising boat, so mainly we just daysail around the Bay," he said. "My dad loves having the boat back in the family — now he can come out and sail *Robin* again, this time without having to do all the work or pay the bills."



SPRING BOATYARD TOUR



Bodacious, Farr One Ton — John Clauser, aka 'Mr. Pacific Cup', was hard at work underneath his 1985 Ian Franklin-built 40-footer at Nelson's Marine when we stopped by. He was being ably assisted by Lief Wadleigh (left) and Bob Novy (right), both of whom will sail with Clauser in the upcoming Hawaii race. The rest of the crew — John's wife Bobbi Tosse ('Mrs. Pacific Cup') and *Annalise* owner Paul Altman, who will deliver *Bodacious* home — were expected to join the 'fun' later in the day.

This will be Clauser's tenth Pac Cup — the most ever by an individual — and Tosse's ninth, tied only with Jim Quanci, who will be going over on *Kaimiloa*. It will also be *Bodacious*' sixth trip, which will move it into a tie with the Farr 36 *Petard*, but still chasing West Marine's SC 40 *Promotion*, which will be doing its ninth race. "Whatever you do, don't pick us to win — you jinxed us last time!" claimed Clauser, a retired, self-employed full-time experimental physicist from Walnut Creek. "We figure the boat to beat is *Auspice*, which has a scary-good crew. Also, *Sea Peace*, an Irwin 54, has an amazing rating for such a big boat — the PHRF committee might want to revisit that one."

Bodacious, which Clauser bought in 1992, is drysailed out of Nelson's, so being on the hard is really nothing different. "We're stripping off all the old paint, fairing in any imperfections, and putting on an epoxy barrier coat," explained Clauser. "A smooth bottom is really key for a long race like this." Another key to a successful haulout, we learned, was covering the propeller with a Coors Light box. "I can't tell you how many times I've banged my head on that thing before we did that!" laughed Clauser.

Tusatula, C&C 40 — After a three-year top-to-bottom restoration at Alameda's Mariner Boat Yard, Steve Warfield is just weeks away from launching *Tusatula* ("teller of tales" in Samoan). "It's been a real labor of love for me, my wife Marianne, and our three kids," admits the San Jose-based general contractor. "I've enjoyed the project — it's more fun than building houses! — but it's taken forever. This was the longest-running show in the boatyard — when we started, the three big sugar tanks were still here, the yard was smaller, and all the houses across the street didn't exist."

Warfield grew up sailing in the Bay Area, and has owned a Cal 20, Santana 22, Ericson 35, C&C 35, and a Hartog 48; which he built in his backyard, prior to taking on the C&C 40 project. Like many boat buyers now, he found the 1981 boat through the internet. "It was in Chicago, and had been owned most recently by a group of lawyers who rode her hard and put her away wet," said Warfield.

Literally wet, as it turned out — despite passing the survey, the decks turned out to be saturated. Though dismayed at first, Warfield — obviously a handy guy with tools — began working almost every weekend to bring the boat back to life. The decks were removed and recored, the hull was painted dark blue, the toe rails powderbaked, the interior was completely redone, Jim Antrim redid the rudder, new bulkheads were added, a new motor and prop were installed, new rod rigging was ordered, new Harken deckware was added, and much more.

"Mariner Boat Yard, especially Pete Van Inwegen, has been great to work with," concluded Warfield. "The C&C people back in Ohio were really helpful, too." Warfield will keep his like-new boat at Grand Marina, entering local races with an eye toward the '06 Pacific Cup.



— A DAY IN THE LIFE



Winged Warrior, Columbia 9.6 — A small army of people was furiously working on this sturdy-looking 32-footer at Anderson's Boat Yard in Sausalito. "Except for Cindy, we're all partners in the boat," explained April Slakey, the most senior partner (12 years) at the work party. "There are five owners, and you've found us during our big, every year-and-a-half haulout. It's the only time we all get together, and we spend all weekend putting two coats of paint on the bottom, waxing the topsides, polishing the metal, changing zincs and other things. There are 23 items on the list this time."

The harmonious group, which stopped just long enough for this photo, consisted of (back row from left) Rob Uttan, Sigi and Rick Janssen, and Dave Bertelsen. Kneeling in front were Cindy Morey, Sue Bertelsen and April Slakey. The only missing partners were Alexandra (the partnership's volunteer bookkeeper) and Jim Kingzet, who live up in Nevada.

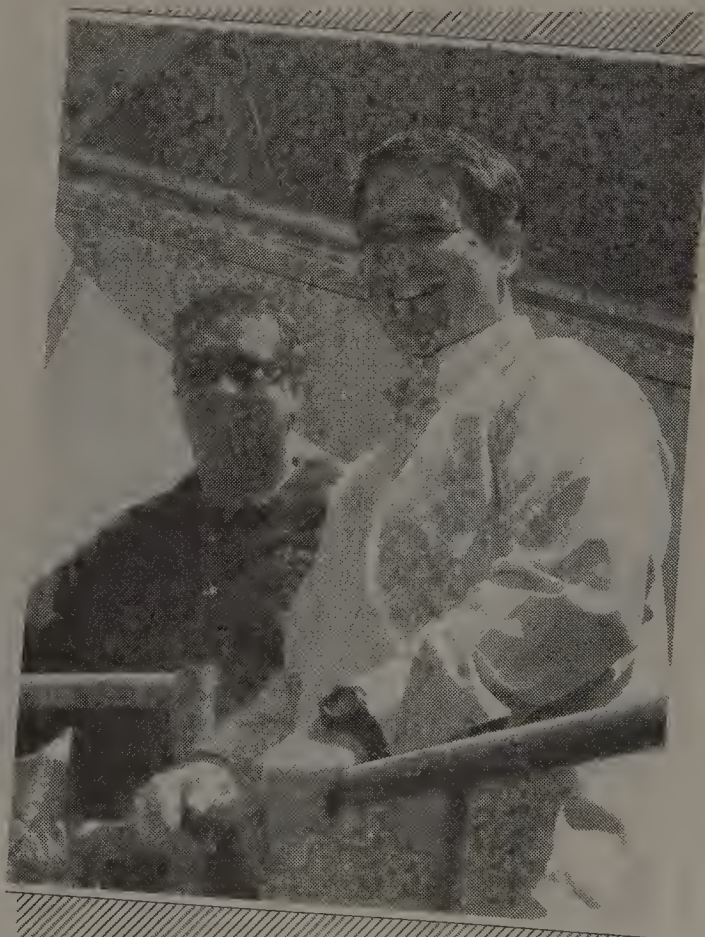
As far as we can tell, it's a unique arrangement — none of the partners really knew each other beforehand, they don't sail together, and none are affiliated with yacht clubs. *Winged Warrior* has been operating this way for many years and through about a dozen partners, placing newspaper ads whenever a partner decides to sell his share and move on. Each partner gets the use of the boat every fifth week, though they often trade time slots to accommodate each other. The 1973 Paine design sails out of Clipper Basin 4 virtually every week, and can often be found in the Delta during the summer months.

"Our partnership actually works remarkably well," claimed Slakey. "It makes sailing more affordable for all of us, and the boat is better for all the use and attention it gets. Have you noticed how many boats never even leave the harbor?"

Morpheus, Schumacher 50 — Owner Jim Gregory (left), a retired dotcom success story, and North Sails rep Pete McCormick were at KKMI to discuss their Pacific Cup program and watch the workers spray some new white Pettit bottom paint on *Morpheus*, named after the Greek god of dreams. Gregory, a longtime Richmond YC member who lives in Danville with his wife Debbie and two teenage sons, has been working almost every day to get the boat ready for the upcoming race. "We've passed the safety inspection, bought a couple of new asymmetrical kites, found a used jib-top, got an Americap rating, new running rigging, the works," said Gregory. "We're basically on track, but so far our 'practices' have consisted mainly of drinking beer and making lists."

Morpheus, one of Carl Schumacher's last designs, was launched in May, 2002, by Kiwi boatbuilder Davie Norris. Gregory and his family spent the next 17 months cruising through the South Pacific, eventually sailing under the Gate on October 5, 2003. Their most memorable moment came, oddly enough, while on the hook in Bora Bora. "I was enjoying a beautiful sunset up on the bow, when I heard this weird hissing, followed by the sickening sound of fiberglass crunching," recalled Gregory. "The liferaft had inflated itself in its stern compartment, and basically blew up the back of the cockpit before I could stab it into submission. Davie flew in a few weeks later, and did an incredible job of fixing everything." (See www.jdgregory.org for more.)

Gregory also sails Etchells at a high level, and has recruited some top talent from that fleet — McCormick, brother Bob Gregory, Peter Vessella, and Andrew Whittome — for the 2,070-mile race to Kaneohe Bay. The crew will be rounded out by East Coaster Johnny Ryan, rigger Gilles Combrission, and a sailing journalist who was one of Gregory's instructors in the Stamford (Connecticut) YC junior program about 30 years ago — us! "I honestly have no idea how it'll all turn out," laughed Gregory, "but we should be a great time."



SPRING BOATYARD TOUR

X-Dream, X-119 — Danish ex-pat Steen Moller (left), a general contractor in Marin, had his 39-foot *X-Dream* hauled out at Bay Ship & Yacht in Richmond for its annual bottom job. "We're also repacking the rudder bearings and changing the seals in the saildrive, which is starting to leak," explained Moller, who was joined that day by his wife Mitski and crew Kevin Taylor.

Moller has put a ton of miles on his narrow, light Niels Jeppesen-designed, Danish-built boat since buying her in 1994. After three Pac Cups ('96, '98, '00), he went looking for a bigger challenge, finding it last spring in the fifth Melbourne-Osaka Race, a brutal 5,500-mile doublehanded race which is held every fourth year. Sailing with his friend Rob MacDonald, another Marin contractor, Moller finished a terrific second in class and fifth overall out of 29 entries.

"It's said to be the hardest race in the world," noted Moller, who began his racing career in the late '70s aboard the N/M 41 *Clockwork*. "It goes straight north from Australia to Japan through



all kinds of weather patterns — we saw 50 knots at one point, and had to anchor behind an island. It took us 34 days, during which I lost 25 pounds and Rob lost 15. It was a nasty race, but the boat came through just fine."

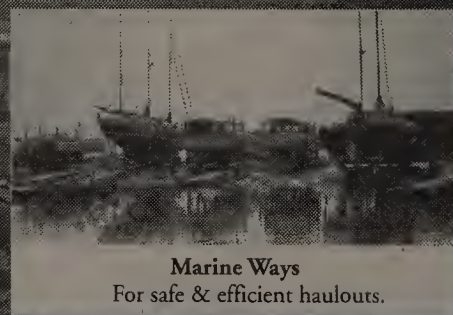
The upcoming Coastal Cup, *X-Dream's* next big project, will be a

cakewalk in comparison. "I'm sticking close to home this summer, as we're in the process of building a house in Pt. Richmond," said Moller. "We're doing pretty well in OYRA so far, and will keep doing all those races. I love sailing in the ocean — racing on the Bay is just too hard on everything!"

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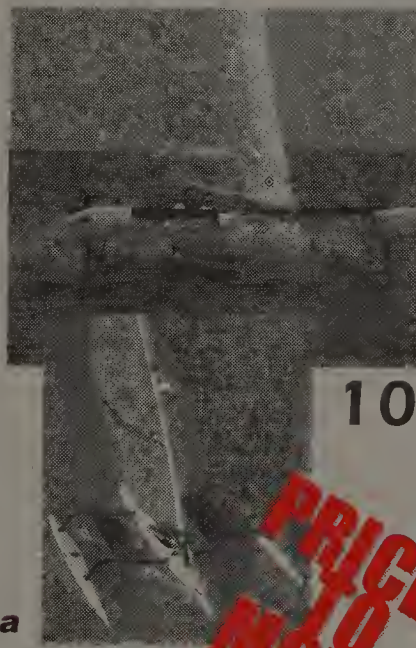
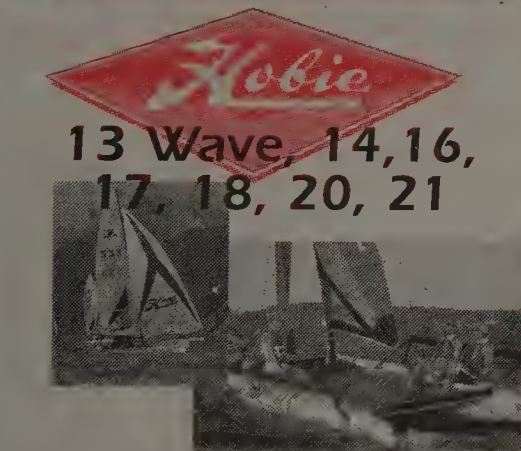
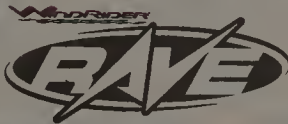
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People have dreamed about a water-way across the Isthmus of Panama for nearly 500 years, but it wasn't until 1880 that the French — flushed with the success of having built the Suez Canal — actually put a shovel into dirt in pursuit of such a dream. Alas, after seven years of battling the brutal heat and humidity, the thick jungle, and financial woes, the French abandoned their attempt at a sea-level canal.

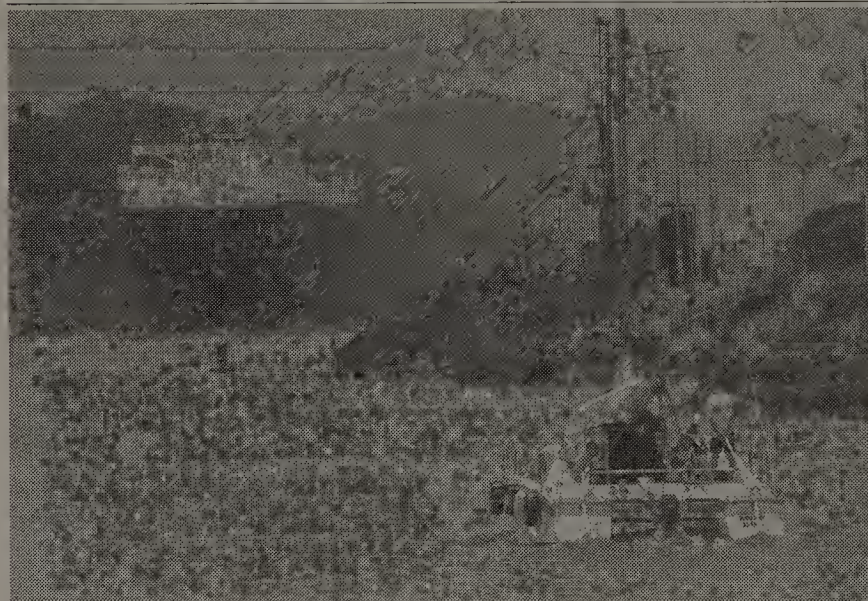
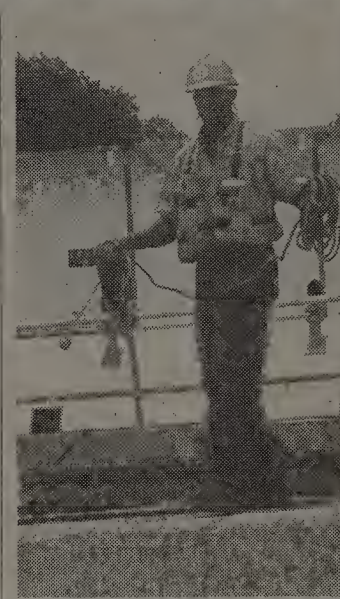
Originally, we Yanks considered building a canal across Nicaragua. Most of it would have been easy — up the navigable Rio San Juan and across Lake Nicaragua to just 20 miles from the Pacific Ocean. But those last 12 miles were going to be formidable. So after some heavy political infighting in the U.S. Senate, we decided to create the country of Panama out of the nether regions of Colombia for some friends — without bothering to ask Colombia's permission. And gee whiz, those friends were nice enough to create a Canal Zone through the middle of their country in which we could try to build a canal.

Since Yank engineers were smarter than their French counterparts, the U.S. discarded the idea of a sea level canal. Their plan consisted of building a dam to create the 163-square mile Lake Gatun 85 feet above sea level, which

*The Canal cost
the lives of
40,000 workers.*

would allow vessels to motor nearly half of the 50 miles between the Atlantic and Pacific. All that was needed in addition to this were sets of locks at each end to lift or lower vessels 85 feet between sea level and the lake level. Oh yeah, and there was a little bit of digging required in places such as the Gaillard Cut. In fact, it's nearly 100 years later and they're still doing maintenance digging along the Gaillard Cut.

The enormous American project was started in 1904 and took 10 years. In addition to a lot of money, it also cost 40,000 workers their lives. Many workers were killed in accidents and mudslides, but the biggest killer of all



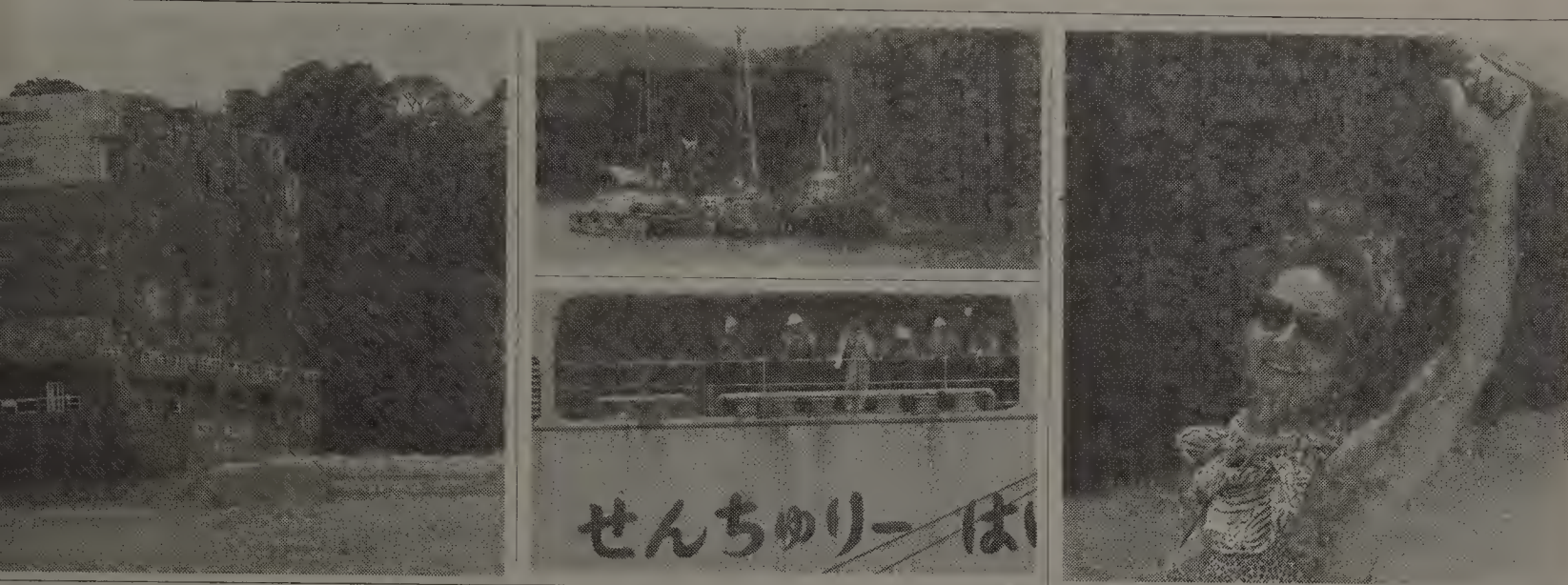
was yellow fever. Initially ignorant that mosquitos carried the disease, canal officials encouraged the creation of areas of standing fresh water — the perfect breeding ground for the mosquitos.

There are three main misconcep-

tions about the Panama Canal. See how many you are laboring under.

1) If a Cal 30 were to go through the Panama Canal, would it require more or the same amount of water in the locks as a 500-ft ship? Many intelligent people, having studied Archimedes, insist that the big ship would require less water. But

THE 8,000-MILE SHORTCUT



ALL PHOTOS BY LATITUDE/RICHARD



Clockwise from above: 'Tropicat', headed for charter service in Cabo, as seen in a lock full of water, then the same lock nearly empty of water; the Panama City skyline as viewed from the causeway built from dredging spoils; a Canal linehandler; slot machines (!) at the Panama Canal YC; big and small vessels use the Canal; a fully-loaded container ship crosses the Continental Divide 85 feet above sea level; three small sailboats tied abreast in a chamber; everything in the Canal is super-sized; Doña de Mallorca waves to her parents watching 'Profligate' transit on the Canal webcam.

that's not true. Both the big ship and the Cal 30 would use approximately 17

million gallons per chamber and 50 million gallons per transit. Puzzled? Remem-

ber that both vessels are already floating when they come into the locks, and therefore both need the same 85-ft 'block' of water to lift them up to the level of Lake Gatun.

2) Many folks believe that when you do a Canal transit from the Caribbean to the Pacific you'd be going from east to

PANAMA CANAL

west. As counterintuitive as it might seem, you'd actually be going from west to east. In fact, when you enter the locks on the Caribbean side, you're already 33 miles west — yes, west — of the locks on the Pacific side. Grab an atlas and see for yourself. And yes, when you've done a transit it's really disorienting, because it seems as though the sun is rising and setting in the wrong places.

3) A final misconception about the Canal is that it must take a phenomenal amount of energy to pump all the seawater necessary to fill the three 1,000-ft by 110-ft chambers at each end of the Canal. It would, too, if that's how it worked. But the Yank engineers designed a clever system in which the chambers are filled with fresh water — about 17 million gallons per chamber in just 10 minutes — by gravity. It's a brilliant and energy-efficient system. Does that mean



A ship passes beneath the yet-to-be-connected spans of the new bridge across the Canal. The heyday of the historic Bridge of the Americas is almost over.

the operation of the Canal is entirely dependent on there being plenty of rain in Panama? It sure does. Fortunately for the Canal — and world trade — it rains like crazy in Panama during the wet season. The last time the Canal ran a little short of fresh water was back during the El Niño years. When that happened, the Canal had to inform all the shipping companies around the world not to put so much stuff in the ships.

Activity in the Canal is a good indica-

tor of the state of the world economy. A year ago, when an average of just 32 ships transited a day, the world economy was in the pits. This year the Canal is getting about 41 ships through the Canal a day — the maximum number possible — indicative of a much more vibrant world economy.

Lots of cruisers view a Canal transit with trepidation, as though it were quite dangerous. If the line-handlers — a minimum of four are required on each boat — pay attention, there shouldn't be any problem at all. In a month or two, we'll have an article that explains all the practical aspects of a Canal transit — from what a boat is required to have for a transit, to the cost, to the fingerprinting and paperwork, to which chamber is the most dangerous.

— latitude/rs

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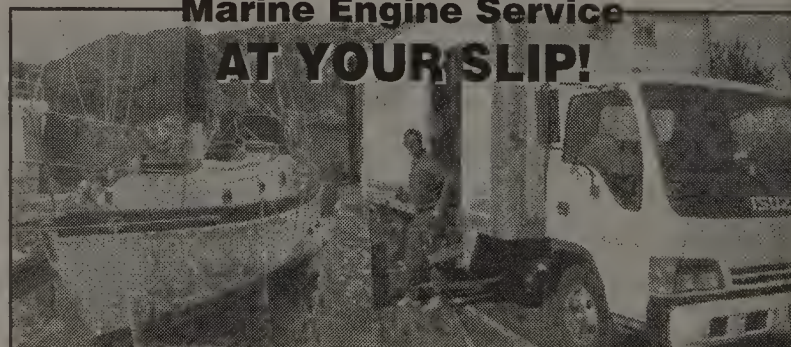
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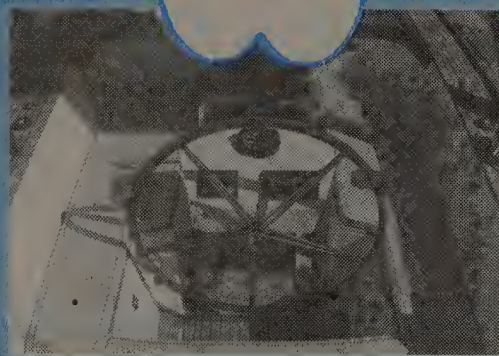
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'She' is Brit Bob Miller's *Mari-Cha IV*, the all-carbon rocketship, complete with a canting keel and water ballast. She is the biggest and fastest offshore racing yacht in the world.

Mari-Cha is so new that she's only done two events: the transAtlantic record assault in six days and 17 hours, after which she was modified and enhanced; and Antigua Sailing Week, where we took the accompanying photos. According to *Mari-Cha's* terrific website, "It was a very successful week in Antigua. We went there with the main aim of spending some more time getting to know our fantastic machine, and that's exactly what we did. We came away from the week being able to tack, gybe, hoist, drop,

transfer ballast, and pretty much do everything better than we could when we arrived."

While at Antigua, *Mari-Cha* and her

30 crew went head-to-head with the new maxZ86s *Pye-wacket* and *Morning Glory*. She beat them boat-for-boat in the first

race, which featured lots of off-the-wind sailing. But the maxZ86s beat her in the windward-leeward stuff. This was not surprising, as *Mari-Cha* was not built for windward-leewards or around-the-buoy racing. *Mari-Cha's* windward ability was also hampered by her bow having been blunted by a collision with a Volvo 60.

Mari-Cha and the maxZ86s look very different under sail. The much smaller and lighter 86s are much more nimble and feature explosive acceleration never seen before on such big boats. Bigger in all ways, and with more masts and sails, *Mari-Cha* is naturally a little slower getting going and in the puffs. But once she gets all her sails trimmed and in a groove — look out! Rather than explosive bursts,

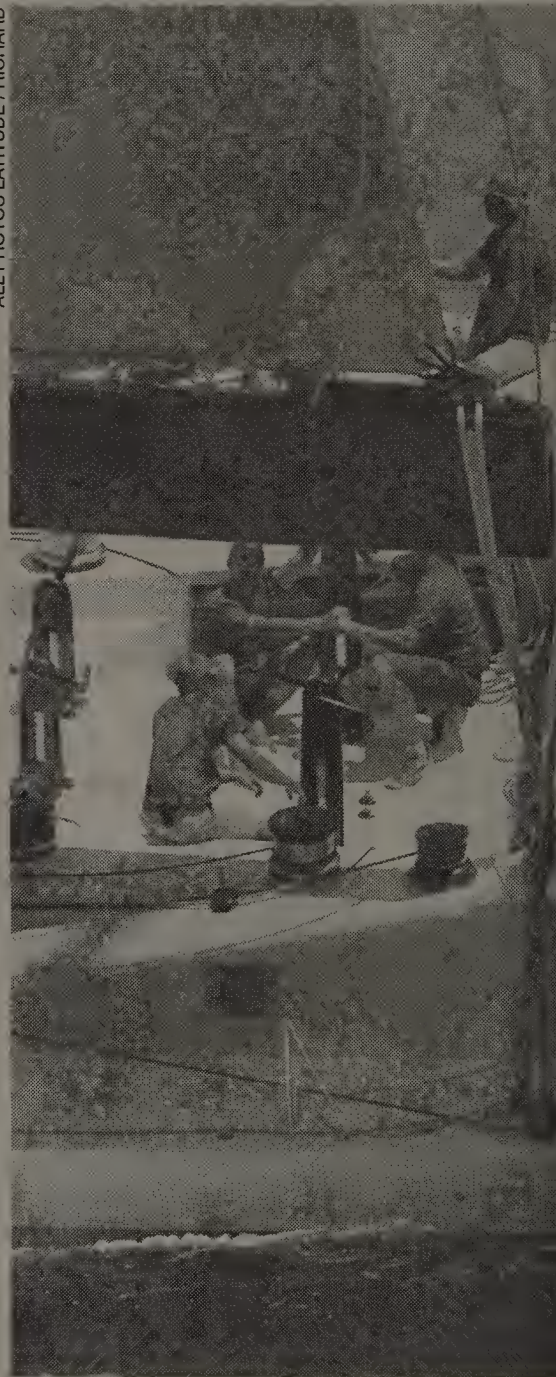
Below: With 33 feet of beam, an approaching 'Mari-Cha IV' is an imposing sight. Right: The big modern schooner has acres of deck space.

You'll have no trouble recognizing her. For one thing, she's huge — 140 feet long and 33 feet wide.

she maintains a more consistent glide-like pace than the 86s.

When *Mari-Cha* arrives on the Bay, you'll have no trouble recognizing her. For one thing, she's huge — 140 feet long and 33 feet wide. In addition, her 148-ft masts are of equal height, and are separated by a rather long distance in order to make room for an unusually powerful mizzen staysail. To our view, she looks a little odd — certainly when compared to *Mari-Cha III*, the 144-ft ketch that Miller raced in the last Pacific Cup and still owns. The big difference between the two

ALL PHOTOS LATITUDE / RICHARD



— BIG & BAD



boats? Although nearly the same length, the 59-ton *Mari-Cha IV* weighs 59 tons less than *Mari-Cha III*. (That's not a typo!)

Mari-Cha IV, designed by the team of Phillipe Briand, Clay Oliver and Greg Elliot, is something you'll want to look out for on the Bay, as she's hit 30 knots numerous times, and co-skippers Jef d'Etiveaud and Mike 'Moose' Sanderson believe she's capable of 40 knots on the open ocean. You'll also not want to miss her Pacific Cup start on the afternoon of July 2. There will be excellent viewing directly overhead from the Golden Gate Bridge, and a much longer observation opportunity from the Marin Headlands.

On a five-sail broad reach, doing 12-13 knots in about 10-12 knots of wind, 'Mari-Cha' leaves virtually no wake at all.



MARI-CHA IV

Seeing the world's fastest sailboat in action is something you won't want to miss! *Mari-Cha IV* will also be available for viewing from a close distance at KKMI — where we're told everyone is welcome — from early June to the morning of her start.

LATITUDE / RICHARD



will be on June 28, 29, 30 and on July 1 and 2. The only boat with a possible chance to beat *Mari-Cha* to Hawaii is Neil Barth's Whitbread 60 *America's Challenge*, which is currently slated to start three days earlier with the other double-handers.

The Pacific Cup course distance to Oahu is 2,070 miles and the current record of six days and 18 hours was set in '98 by Roy Disney's turboed Santa Cruz 70 *Pyewacket*. With good northwesterly winds along the coast, then consistent reaching breezes and strong trades, it's within the realm of possibility that *Mari-Cha IV* could cross the Kaneohe Bay finish line in less than five days — which would just be more evidence that we're in a new era of yacht racing. But naval architect Jim Antrim, who believes that *Mari-Cha* will have a PHRF rating of between -200 to -300, fig-

Reminiscent of square rigger protocol, 'Mari-Cha' has completely separate teams for each of her masts.

ures it's more likely she'll take 5.5 to 6.7 days. One reason is that big boats generally need to sail a 'reverse S' course, which adds miles to the rated distance. But you never know.

We'll have a complete preview of the West Marine Pacific Cup in the July issue. At this point we can tell you that there are 57 entries, and that the starts

But not everyone believes Barth will go ahead with what some consider a stunt. The two other glamour boats in this year's Pacific Cup are Doug Baker's new canting keel Andrews 80 *Magnitude 80* from Long Beach, and Richard Robbin's Perry 65 *Icon* from Seattle. Although it won't be the biggest or most glamorous Pacific Cup in recent years, there should be a new elapsed-time record, and lots of attention should be focused on the 'regular' entries that often get overshadowed.

— latitude/rs

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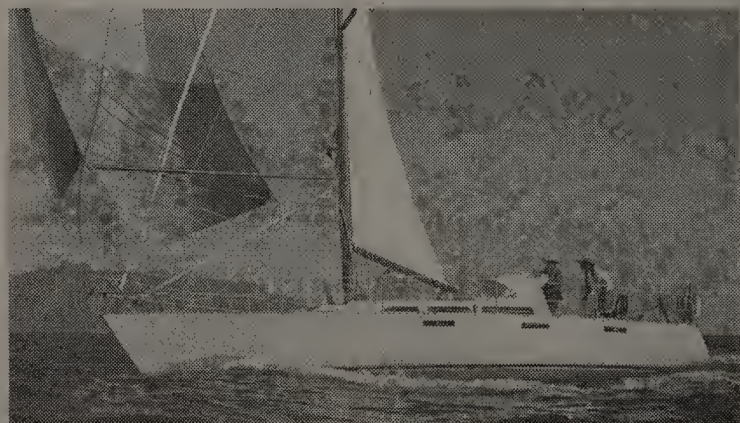


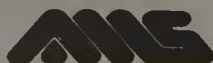
PHOTO: STEVE CHAMBERLAIN

Jonathan Livingston, Susie Grubler and Brian Larkey sailed as a trio to win Division C of the West Marine Pacific Cup.

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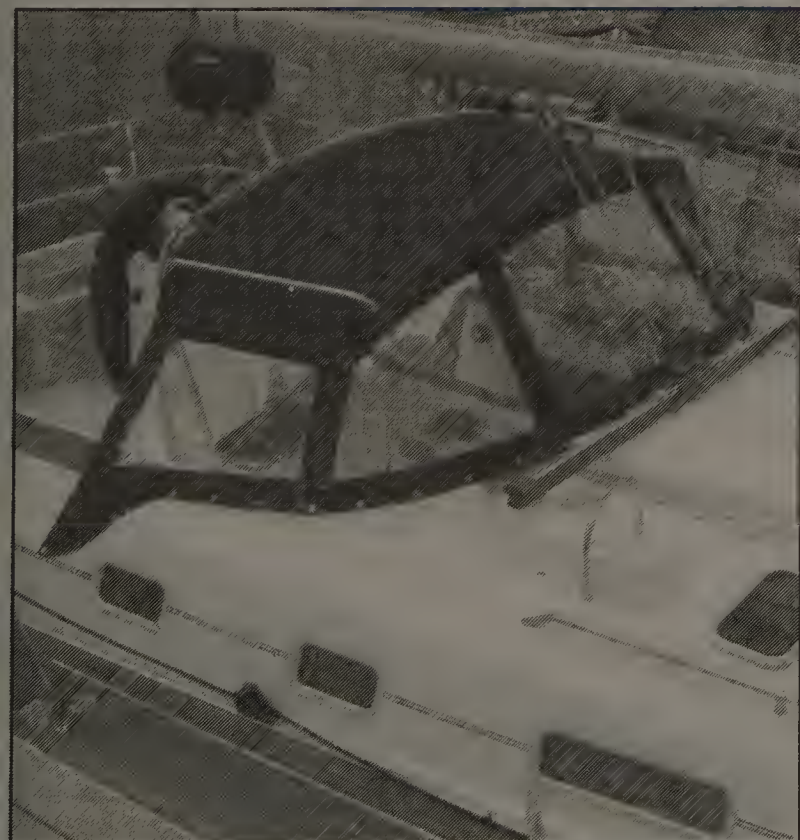
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VALLEJO 2004



— ONE-WAY TICKET



The Vallejo Race — traditional season opener for San Francisco Bay racing since William McKinley was in the White House — was memorable this year for most of the right reasons and a few wrong ones. 'Good news' for the May 1 classic included 260 starters (down slightly from last year's 273, but slightly up from previous runnings), the usual lovely, warm sail under light breeze across half of San Francisco Bay and all of San Pablo Bay, and a terrific Saturday night crew feed and party at the host

Boats from several handicap fleets break free of the 'Brothers Doldrums' and head into San Pablo Bay.

Vallejo Yacht Club. The 'bad' news was that the second half of the race, the upwind slog back to the main Bay on Sunday, was cancelled when the heat showed up but the wind never did.

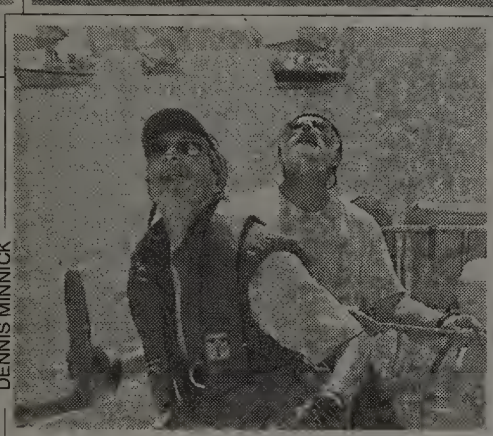
A new facet of the event this year is that, for the first time, it did not count in the season standings for HDA competitors. (But did, as usual, for most ODCA classes.) Instead, VYC rating



JEFF MCCrackEN

Vallejo outtakes (this page, clockwise from above) — Jocelyn Nash helms 'El Gavilan' to a division win; 'Astra' (left) and 'Cipango' lead the fleet north; disturbing the wildlife on West Brother Island; 'Dance Away' finds some pressure in the early going; in the Express (37) lane; (l to r) Megan, Maria, Nancy and Bob kick back aboard 'Starkite' in Vallejo; with 16 starters, the Islander 36s were the largest one design fleet; spectators watch the fleet pass East Brother Island; (right), the fishing off Southampton was great, the sailing, so-so.





DENNIS MINNICK

This page (clockwise from above) — the only way to cross the Richmond Bridge these days and avoid traffic; standing room only at VYC; you gotta pull a few strings to do well in this race; rounding the race's only weather mark; 'Chimera' ketching the breeze; things were looking up for trimmer Jeanette Daroosh and owner Mike Mannix aboard 'Harp'.



ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

AND THE WINNERS ARE...

SPORTBOAT-I (< 99) — 1) *Sand Dollar*, Mumm 30, Erich Bauer; 2) *Tinseitown Rebellion*, Melges 24, Cam Lewis; 3) *Love Shack*, Olson 30, John Scarborough; 4) *Hoot*, Olson 30, Andy Macfie. (11 boats)

SPORTBOAT-II (> 100) — 1) *Chimo*, Express 27, Brad Pennington; 2) *Swamp Donkey*, Express 27, Scott Sellers/Doug Robbins; 3) *Wile E. Coyote*, Express 27, Dan Pruzan; 4) *Mirage*, Express 27, Terry Cobb; 5) *Moxie*, Express 27, Grass/Crowson; 6) *Xena*, Express 27, Mark Lowry; 7) *Attitude Adjustment*, Express 27 Liga & Soren Hoy. (20 boats)

FLEET I (< 60) — 1) *Cipango*, Andrews 56, The Bartons; 2) *Q*, Schumacher 40, Glenn Isaacson; 3) *Javelin*, Farr 40, Pat Nolan; 4) *Fast Forward*, Aerodyne 38, Dan Benjamin; 5) *Astra*, Farr 40, Mary Coleman; 6) *Surfer Girl*, SC 50, Mike Travis. (16 boats)

FLEET II (63-81) — 1) *Ricochet*, Beneteau 36.7, Andrew Costello; 2) *Bodacious*, Farr One Ton, Clauser/Tosse; 3) *Raptor*, J/35, Mike Hoey; 4) *Mistral*, Beneteau 36.7, Ed Durbin. (12 boats)

FLEET III (84-99) — 1) *Mintaka 4*, Farr 38, Gerry Brown; 2) *Razzberries*, Olson 34, The Nesbits; 3) *Marrakesh*, Express 34, The Perezes; 4) *Two Scoops*, Express 34, Chris Longaker. (12 boats)

FLEET IV (102-120) — 1) *Tutto Bene*, Beneteau 38, Jack Vetter; 2) *Dance Away*, Santana 35, Doug Storkovich; 3) *Cappuccino*, Ericson 38, Don/Mary

Lou Oliver; 4) *High Strung*, custom Rogers 32, Michael Hamilton; 5) *Maguro*, Santana 35, Jack Feller; 6) *Bear Naked*, Wylie 34, Noble Griswold. (16 boats)

FLEET V (121-144) — 1) *Encore*, Wylie 30, Andy Hall; 2) *Chimera*, Little Harbor 47, Grant Miller; 3) *Starbuck*, Black Soo, Greg Nelson; 4) *Fast Forward*, C&C 34, Michael Dungan; 5) *Cayenne*, Passport 40, Michael Moradzadeh. (15 boats)

FLEET VI (147-165) — 1) *El Gavilan*, Hawkfarm, Jocelyn Nash; 2) *The Shadow*, Mull 30, David Walker; 3) *Patriot*, Yamaha 30, Lesa Kinney; 4) *Noble Lady*, Beneteau 305, Gary Massari. (11 boats)

FLEET VII (> 168) — 1) *Talisman Banana*, J/22, Gary Albright; 2) *Wuvulu*, Islander Bahama 30, John New; 3) *Pappy*, Wilderness 21, Dan Haynes; 4) *Latin Lass*, Catalina 27, Bill Chapman; 5) *Slip Away*, O'Day 27, David Opheim. (17 boats)

IOR WARHORSE — 1) *Samiko*, Serendipity 43, Dexter Bailey; 2) *Great Fun*, Davidson 50, Stan Glaros; 3) *Zamazaan*, Farr 52, Chuck Weghorn. (7 boats)

SF 30s — 1) *Dreamtime*, Olson 911-S, Roger Craine; 2) *Jeannette*, Tartan Ten, Henry King; 3) *Preparation J*, J/30, Ron Tostenson; 4) *Takeoff*, Laser 28, Joan Byrne. (13 boats)

MULTIHULL — 1) *E-2*, Olympic class Tornado, Bill Erkelens; 2) *Wingit*, F-27, Ray Wells; 3) *Defiance*, Cross 45, Roper/Dewar; 4) *Sally Lightfoot*, Corsair 31UC, Marson/Shortman. (12 boats)

EXPRESS 37 — 1) *Golden Moon*, Richard Bridge; 2) *Eclipse*, Mark Dowdy; 3) *Expeditious*, Bartz Schneider. (8 boats)

ISLANDER 36 — 1) *Midnight Sun*, Peter Szasz; 2) *Diana*, Steve Zevanover; 3) *Pilot*, Jim Robinson; 4) *Tom Cat*, Barry Stompe; 5) *Zoop*, The Taras. (16 boats)

J/105 — 1) *Whisper*, Eden Kim; 2) *Advantage*, The Benedicts; 3) *Orion*, Gary Kneeland; 4) *Larrikin*, Stuart Taylor; 5) *Natural Blonde*, Cooper/Deisinger/Thorn. (14 boats)

CATALINA 30 — 1) *Goose*, Mike Kastrop; 2) *Irish Lady*, The Mahoneys; 3) *Starkite*, Laurie Miller. (9 boats)

NEWPORT 30 — 1) *Fast Freight*, Bob Harford; 2) *Zeehound*, Gary Boell. (5 boats)

CAL 29 — 1) *Bluejacket*, Bill O'Connor; 2) *Euterpe*, Blair Barnett. (5 boats)

ALERION EXPRESS 28 — 1) *Dream*, Kirk Smith. (3 boats)

TRITON — 1) *Bolero*, Ely Gilliam. (3 boats)

ANTRIM 27 — 1) *Arch Angel*, Bryce Griffith; 2) *Always Friday*, John Liebenberg. (6 boats)

OLSON 25 — 1) *Vivace*, Larry Nelson; 2) *Animal Crackers*, John Lymberg; 3) *Baleineau*, Charlie Brochard. (8 boats)

MERIT 25 — 1) *Chesapeake*, Jim Fair; 2) *Half Fast*, Bill Schwob. (5 boats)

J/24 — 1) *Raging Debate*, James Yares; 2) *Rail to Rail*, Rich Jepsen; 3) *Casual Contact*, Edward Walker. (9 boats)

bands were used to divide the handicap boat up into more equitable, and manageable, groups. No one was quite sure how this would play out participation-wise. Happily, says one race official, "The people that didn't *have* to be there this year came anyway — for the fun of it."

With Saturday morning starts off Southampton spread out over an hour and a half, and the race's shifty breeze and tricky currents, first-to-finish and elapsed times don't mean as much in the Vallejo Race as in some other events. Especially when, this year, the top half of the fleet parked at the Brothers for an

hour, while the bottom half stopped at the Richmond Bridge. But for the record, Bob Barton's Andrews 56 *Cipango*, the biggest boat in attendance, got the first-to-finish gun at 3:38 p.m. after a bit more than 5 hours on the 21.5-mile course. The quickest elapsed time was turned in by Bill (Sr.) and Marie Erkelens, who started last with the multihull class, and then sailed their Tornado E2 — which shared smallest-boat honors with a couple of Cal 20s — past all but five boats to finish in 4 hours, 8 minutes. Had there been an award for best handicap performance, it would have gone to Mike

Andrews' Santana 22 *Bonito*, whose 6:05 elapsed time corrected out to 4:42. Fortunately, with 13 one design fleets, 10 PHRF divisions (compared to 6 last year) and two additional handicap fleets for IOR warhorses and multihulls, there was no dearth of 'brag flags' to give out.

The cancellation of Sunday's 14.5-miler back home — the first in memory due to no wind (oil spills have put the kabash on one or two) — means the results listed above are based on only Saturday's downwind jaunt.

For complete results, log onto www.yra.com.

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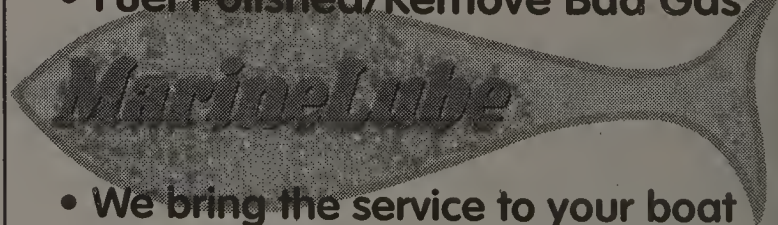
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CHUBBY'S ALASKAN ADVENTURE

We were on our way by van to the hotel in Kake, Alaska, when the proprietor mentioned the bear. The three-legged bear, to be exact. Because it was

crippled, it had difficulty catching salmon, she explained, but no trouble opening doors at the hotel on its occasional visits to look for easier meals. I would only be allowed to stay if I promised to keep the door of my ground-floor room locked.

Any where

else in my travels, I would have waited for the punchline of the joke. But in the fifth week of my Alaska cruise aboard *Chubby*, my 19-ft West Wight Potter, the story of the three-legged bear was nothing more than a reasonable request. Besides, it was the only hotel in town.

As you may have read in last month's *Latitude 38*, my northbound journey in the summer of 2003 had taken me from Port Angeles — where I had shipped the boat from Oakland — 1,300 miles up the Inside Passage to Glacier Bay. There, *Chubby* and I turned around and began the long trip back south. We sailed past spectacular glaciers and mountain ranges, survived nerve-racking passages through narrow, swift-flowing inlets, entered a couple of anchorages 'flying on instruments' when night fell or fog descended, and had unforgettable encounters with both wildlife and friendly people.

In one of the latter, a wildlife biologist from the University of Victoria described the unique bubble curtain and communal feeding behavior of the local humpies. While most of us have seen or read about

their skills?

Chubby and I arrived in Kake in mid-August. I had slept aboard through most of the passage, but with a three-day southerly blow forecast, decided to stay in the one hotel in town, both to program my GPS for the next tricky pass, and to update my schedule.

That evening as I sat in the room punching in lats and lons on my GPS, I happened to gaze across the tidal flat and saw a group of three bears, about half a mile away. One of them had a peculiar gait as if he was . . . missing a leg. I got up and locked the door.

By the time we reached Craig, and were once again delayed by nasty weather, it was obvious I wasn't going to make it back to Seattle before winter set in. After 1,700 miles, I began to think about flying home to spend a little time with Naomi, my wife, whom I missed with increasing fondness every day. And then there were my daughter's impending wedding plans. She had made it clear that my attendance wasn't optional. The more I thought about it, the more I needed to find a way out of Craig, fast.

I inquired at the inter-island ferry office about hauling *Chubby* back to Seattle on a trailer, but was disappointed to find that round trip on the ferry for a trailer from Bellingham would cost upwards of \$1,700. That would not include the cost of the trailer, though I might be able to borrow one.

The local marine mechanic offered a better solution. He told me that the cheapest way to ship a small boat out of Craig was by barge. He sent me over to the Northland Services offices, previously Boyer Barge Company, where the manager quickly set up a deal to lift *Chubby* out of the water, place her in a cradle, haul her overland to Thorne Bay on the far side of Prince of Wales Island, load

I was gratified to recognize my level of intelligence was at least equal to that of the seagulls.

this, it was still fascinating to hear about from someone who had studied whale social behavior. Did you know, for example, that certain individuals become specialists in certain bubble-net techniques, then visit other pods to pass on

her on the barge and ship her to Seattle. She would arrive in Seattle on September 9 — all for \$1,059.

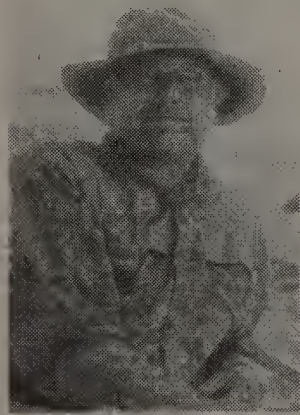
I agreed and the deal was struck. After making ferry and flight reservations to extricate myself from Craig, I went

back to the dock, got the mast down and prepared *Chubby* for shipment. I bid her good-bye the next morning at 0500. By 11 p.m. that night, after two ferry rides and two plane rides, I was back in Oakland. Naomi and I spent the week weeding, cleaning and painting to get ready for the wedding reception. I was amazed at how much work I could get done around the house without *Chubby* to distract me.

I was back in Seattle on September 8 when *Chubby* arrived on the barge. But only for a brief stay — just long enough to get the boat to Makah Marina in Neah Bay, our jumping off point for Cape Flattery and our final run down the coast for home. Then it was back to Oakland, and Providence, RI, to marry off our daughter so I could get back to sailing.

October 3-13: Neah Bay to the Columbia River

By October 3, I'd managed to extricate myself from all the family festivities and had taken the plane, two ferries and three buses back to Neah Bay. I stepped off the bus at 1930 into the dank, penetrating mist that was rolling off the Pa-



Bill Teplow.



— PART II, HOME TO THE BAY



Above, 'Chubby' rests in one of countless quiet Alaskan inlets. Below right, the 'yacht club' dock at Baranoff.

cific and smothering the new and nicely-maintained Makah Marina where I'd left *Chubby* three weeks before. The air was still, the harbor silent and deserted except for the eerie glow of the sodium vapor lights and the swirling tongues of fog. As I stepped aboard *Chubby* she nodded and tugged at her dock lines as if to ask, "Where the hell have you been?" "Don't ask," I replied and collapsed in the bunk.

I awoke at first light to find a dense fog still lying over the harbor, but with the ebb starting at 1000, we had no compelling reason to rush. I walked up to the market, bought a loaf of bread and some fresh produce, ate breakfast at the bayside cafe and returned to *Chubby*. As I was walking down the dock, the fog began to lift slightly and I could see the small island that forms the west side of the Neah Bay entrance. This was already enough visibility to facilitate our departure, so I hurried to get dressed in the usual layers of fleece and foul weather gear. By the time we departed at 1040 the visibility was up to one mile and we

were making 6 knots under outboard toward Cape Flattery on the ebb.

There are three ways to round Cape Flattery heading south. The long and conservative approach is to go to the north and outside all obstacles before turning south. The fair-weather route passes south of the outermost reefs and rocks and north of Tatoosh Island, the large island lying just off the mainland peninsula of Cape Flattery. This route saves a few miles but is recommended only during calm, clear weather. Then there's Hole-in-the-Wall. This is a narrow pass between Tatoosh Island and the rocks and reefs jutting out from the mainland. The pass, only perhaps 300 yards wide, is begrudgingly acknowledged in the cruising guides but is never recommended. *Chubby* and I, after considering the exceptionally calm conditions and the better than zero visibility, decided that

we would take the latter course.

Under exceptionally calm conditions, we snaked through Hole-in-the-Wall and turned south toward home. We ran 4 to 5 miles offshore, thereby staying inside the coastal barge and ship traffic. Since the crab season had not yet opened, crab pots were never a problem. Though visibility deteriorated after sunset with the fog lowering to sea level, we had a good overnight run of 108 nm to the Grays Harbor entrance, arriving about 0700 at the entrance buoy. The conditions were so calm at the bar that I didn't bother calling the Coast Guard for a bar report and just rode the flood right in on a 5-foot swell.

I pulled into the marina and found the waterfront to be a veritable ghost town. These small coastal fishing villages pretty much go into hibernation after Labor Day and don't start coming alive again until April. I walked up to the village and took a motel room, hoping to get a good sleep to make up for my all-nighter. After a two-hour nap, my head was cleared sufficiently to go back to *Chubby* and plan our next leg. The weather report sounded ominous, with a southerly gale due in about 36 hours. With 40 miles to run to the Columbia River mouth, I figured if I left on the ebb at 2200 that night, I could reach the entrance to the Columbia and cross the bar on the flood well before the arrival of the gale.

I walked back up to the motel, took another short nap, checked out, ate dinner and returned to *Chubby* to program the GPS for an instrument landing at the Columbia River. I then suited up in the usual fashion and we took off at the appointed hour. Visibility was much better than anything we'd seen since Port Townsend. The lights of Long Beach were visible the whole way down. We arrived at the Columbia entrance buoy right on time and called the Coast Guard for a bar report. The report came back positive with no restrictions, so in we went.



CHUBBY'S ALASKAN ADVENTURE

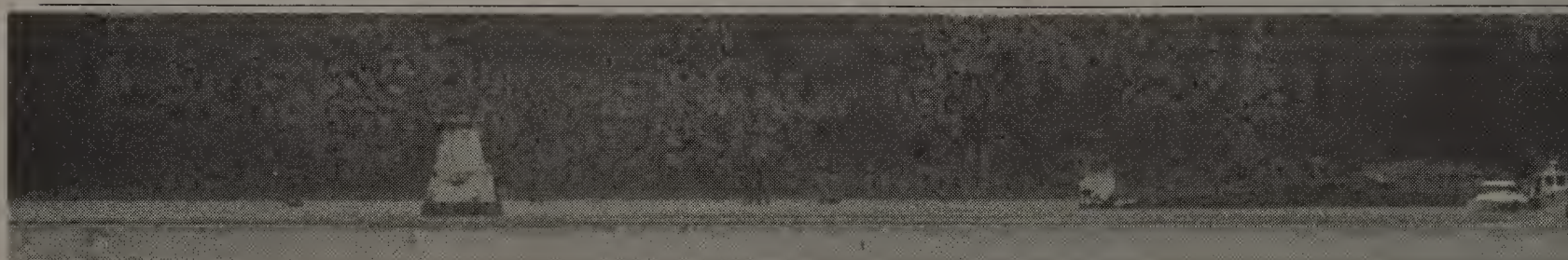
ALL PHOTOS BILL TEFLOW

The four-foot swell was barely discernible as we crossed the bar. We turned north into the Ilwaco Channel and rode the last of the flood into the Ilwaco Marina. I checked in and walked up to the dockside motel, took a room and went

exploits was an interpretive center at Canby State Park adjacent to the Cape Disappointment Lighthouse. Five out of the eight days I was stuck in Ilwaco, I made a pilgrimage to the lighthouse, which offers a dazzling view of the entire

and wreck-studded outer coast. I also walked to the top of the hill to visit the Astoria Tower and take in the sprawling view of the lower Columbia.

Upon arriving back at Ilwaco, I got *Chubby* ready to depart and programmed



to bed. The cold that I had acquired on the plane ride to Seattle was deteriorating into a mild case of the flu because of the previous two nights out. I cranked up the heater in the room, drank lots of water and tried to sleep it off.

After a serous nap I walked back down to the dock to tidy up the boat. As I approached, I noticed that large flocks of seagulls had descended on the placid waters of the marina, and sentry gulls were sitting on each of the dozens of pilings securing the finger docks. This was an ominous sign. They obviously knew a big blow was coming and had made certain to find a safe haven prior to its arrival. I was gratified to recognize that my level of intelligence was at least equal to that of the gulls. I made *Chubby* ready for the gale, securing her boom tent and adding an extra spring line. Then I went back to the motel to sleep some more.

By midnight the gale arrived with a bang and by morning the rain was driving hard across the harbor. The waterfront stores were a bit battered with signs torn from the eaves and outdoor furniture turned over and scattered about. I went down to the dock to check how *Chubby* was riding and to listen to the NOAA weather report. Seas were rapidly building to 17 feet in 30-35 knots of wind along the coast. Breaking waves on the bar were reaching 25 feet during the ebb — a stark contrast to the conditions I found as we crossed over the bar just 24 hours before. This was the first serious winter gale to hit the coast and the prediction was for it to continue five more days. During the next week, there were several reports of winds between 35 and 40 knots, and one of winds gusting to 55 knots and seas to 42 feet. This was big league weather by any standards.

Ilwaco and vicinity turned out to be a great place to hunker down for a week. Lewis and Clark passed through the Ilwaco townsite on the day they reached the Pacific Ocean. Commemorating their

Columbia River mouth and bar. During the gales it was an awesome sight to see the endless stream of 25-foot breakers rolling across Peacock Spit and the south bar. The Coast Guard had lookouts stationed at the lighthouse to monitor the ever-changing conditions in real time.

During my first visit, I had a very informative conversation with one of the officers who was also an instructor at the Coast Guard Heavy Weather School. This is where the Coast Guard crews learn to drive the 47-footers through heavy surf. He gave me a lot of detailed information about how the bar reacts during different phases of the tide, and pointed out the best route for exiting. As we talked, we watched a training squadron of five 47-footers doing their rescue exercises in the 25-foot surf. It was a very impressive display of man's ability to build and operate amazing machines.

During a particularly blustery Saturday morning, a group of people gathered at the dock, and the Harbormaster launch raced out to the channel with its firehose spraying a plume into the wind. They had all turned out to meet the much-awaited sculpture of the tree into which Merriwether Lewis had carved the date of their arrival to the Pacific Ocean. The tree, cast in bronze, arrived down river on a 40-ft river cargo vessel, which tied up right next to *Chubby*, so I had a good view of all the excitement. The sculpture was to be installed at a memorial park up the coast at Long Beach, which had been created to celebrate the bicentennial of Lewis and Clark's 1805 arrival.

After six days of gales, NOAA radio started to predict what sounded like a legitimate weather window two days hence. I took advantage of that last stormy day to visit Astoria and thoroughly enjoyed the Astoria Maritime Museum, which gives an outstanding portrayal of the rich and often tragic maritime history of the Lower Columbia

Rangell Narrows. Timing is everything when negotiating Alaska's narrow inlets. For example, at 20-mile-long Rocky Pass near Kake, you have to ride the flood in from the north and hit the midpoint at exactly slack water in order to be flushed out the southern end by the ebb.

the GPS for entry into Newport Harbor, 118 nm down the coast. I figured that by leaving at the end of the flood, when the water over the bar was deepest, we could cross into deep water before the ebb started to kick up waves.

October 14-28:

Columbia River to Berkeley

Finally, after seven days of confinement, we got the break we needed. The swell subsided to a 'mere' 13 feet and was not breaking on the bar, so *Chubby* and I ventured out on the last of the flood and made a 24-hour, 118-mile dash to Newport, Oregon, in Yaquina Bay. NOAA weather had allotted us just 36 hours to make this leg before the next southwester was due. When we arrived at the Yaquina Bay entrance buoy the following morning, I radioed the Coast Guard for a bar report. They reported that the entrance was closed to boats less than 26 feet, but offered to come out, check the bar, and escort me in. With the next gale just over the horizon, it was an offer I couldn't refuse. I hove-to at the entrance buoy for an hour, waiting for the rising tide to deepen the water over the bar. The Coast Guard 47-footer arrived as planned at high tide, and we crossed the bar without difficulty. As I tied up at the Newport Marina, the Coast Guard skipper came aboard and gave *Chubby* a safety inspection, which she passed with flying colors.

Just as had happened in Ilwaco, the impending gale was right on schedule, arriving that evening. With five more days of gales predicted, I caught a Greyhound Bus the next day and arrived in Oakland the following morning to wait out the weather in the warm, dry confines of

— PART II, HOME TO THE BAY

home rather than the damp confines of *Chubby's* tiny cabin.

The grim reality of cruising the Pacific Coast was setting in. There are no harbors of refuge between San Francisco and Neah Bay. As a rule, when the

cellent over large stretches of the coast, particularly in Oregon.

Just four days later, Rick called and told me to get on the bus. He sent the departure package via e-mail. The instructions were explicit. Rick had iden-

checked in with Rick by phone to give him my departure time and get the final update. Nothing in his forecast had changed, so we departed on the first of the ebb at 1100 and turned south in glassy calm conditions.

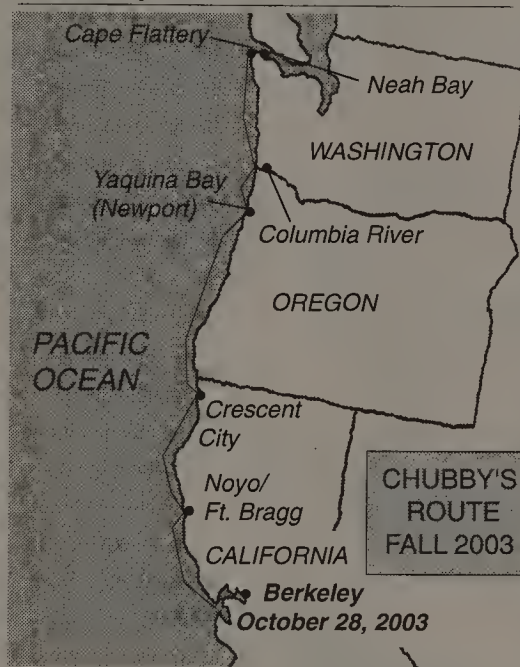
weather deteriorates on this stretch of coast, all of the available harbor entrances close out with breaking waves over the entrance bars. In other words, if you find yourself in a blow along the Pacific Coast, it is already too late to seek shelter. As I contemplated the situation from the comfort of my living room, I came to the realization that I would need at least a four-day weather window to make the final 470-mile run to the Golden Gate. I did not feel confident enough in my weather prognostication skills that I could identify such a wide window. I decided to turn to a professional weather router.

Recalling an interesting seminar given by meteorologist Rick Shema at the 2003 Sail Expo in Oakland, I called him first. Rick is the owner and chief meteorologist for the commercial weather service *Weatherguy.com*. Rick immediately understood the nature of my predicament and offered a departure package and update service that would exactly fit my needs. He sent me a client registration form, and we were in business.

The specifications for the job were pretty simple. I needed a couple of days warning when the proper window would be in the offing so I could catch the bus up to Newport without wasting any of the subsequent good weather days. Upon departure, I would receive the detailed weather report and 4-day wind model predictions. The briefing would also include the suggested daily advance based on *Chubby's* average cruising speed of 5 knots. The assumption was that I would make the 470-mile trip in a single leg, with perhaps one short stop for fuel.

Included in the service were daily updates as needed via cellphone. Since *Chubby* doesn't carry SSB, my cellphone was the only option for getting the updates other than a VHF phone patch. Fortunately, cellphone reception is ex-

tified a slow-moving, high-pressure system moving eastward behind the current series of gales. I was to depart Newport the next day, on the tail of the passing cold front. After 12 hours of light wind, I would pick up a 25-30 knot northwesterly breeze and ride it south. After 24 hours the stiff breeze would dissipate and I would have light and variable winds all the way to the Golden Gate.



As instructed, I arrived back in Newport at 0530 on October 23 and walked from the bus station down to the dock. While passing a newspaper rack on the way, I noticed that the big local story was that the harbor entrance buoy had been torn off its mooring during the preceding week of storms and had been deposited on the beach. I felt a bit of satisfaction for deciding to spend that week at home. Looking west from the Hwy 101 bridge on my way to the marina, I could see that the swell had indeed dissipated and that the harbor entrance was calm.

After topping off the gas tanks and putting *Chubby* in sea-going order, I

We motored and motorsailed all that afternoon and late into the night when — right on time — the breeze finally started to pick up. By dawn, we were sailing smartly along, and by noon, things were getting boisterous. NOAA radio was reporting 30 knots, but judging by the foam and spray skipping across the surface, it could have been a little more. The waves quickly built to 8 feet and started breaking, giving *Chubby* a slap on the butt every once in a while and causing a few round-ups.

Late in the afternoon I happened to look up and see that the top batten on the mainsail had poked through the batten pocket and was about to depart. I immediately rounded up for a moment to drop the main and in the few seconds that the main flogged in the 30+ knot breeze, one of the upper sail slugs shattered. Not wanting to incur any more damage, I dropped the main altogether and lashed it to the boom while managing to save the batten.

By now it was nearing sunset and I needed a rest since we had been underway for 30 hours, so I doused the jib, turned on the autopilot and headed dead down under bare poles making 5 knots. As is normal for this weather, the harbor entrances I was passing, including Coos Bay and Crescent City, were reported on NOAA radio to be closed to small craft, so we just kept on trucking.

Chubby settled into a comfortable groove, quite happy to be relieved of her sails. In the meantime, I called Rick to see how long I would have to put up with the current conditions. I gave him my position and he gave me a clear and concise answer: "Hang in there until midnight. When you pass Crescent City the wind will fall off and go flat by morning."

I had been running down the coast about five miles offshore, and since the coastal shipping traffic was running several miles farther out, and fishing boats were not to be seen in this weather, I went

CHUBBY'S ALASKAN ADVENTURE

into nap mode. I set my oven timer for 15 minute intervals, went to sleep, and checked for traffic at each buzz. This went on until midnight and then, as if Rick were calling the shots from his Honolulu office, the wind began to ease.

When our speed went below three knots, I put up the jib and went back to napping. At first light, I repaired the mainsail and put it back in service, though by mid-morning it was flat calm and we were motoring. We motored all the next night on glassy seas. At 0900 the next morning, we put into Noyo Harbor at Fort Bragg for fuel. Calm conditions were prevailing all the way to the Golden Gate, so *Chubby* would need her full load of 18 gallons to motor the entire way.

My sister, who lives near Fort Bragg, picked me up at the marina with my empty gas cans and took me to get gas, and then to her home to take a real nap. I was hoping Rick would give me the night off, but he insisted that I only had 36 hours left of calm weather to make it to the Gate and that I should depart ASAP. At 2200, I was back on *Chubby*,



'Chubby' at Everett Bay, Alaska.

negotiating with a surly sea lion whose massive body rested on my dock line. I finally convinced her to move so I could cast off. We rode the ebb out of the harbor and turned south for the final 130-mile leg. A few miles out of Noyo my backup autopilot screeched to a halt, signaling the start of the marathon hallucinogenic trick at the tiller.

We motored all night and all the next day in oily calm seas accompanied by numerous pods of whales. The whales lined up for 70 miles from Pt. Area to Pt. Reyes, feeding along the eddy line separating the California Current from the inshore counter current. By following the whale spouts, I was able to stay west of the eddyline and pick up an extra knot of SOG. It wasn't high tech navigation, but it made for a fast passage.

By sunset, we rounded Pt. Reyes and headed for the Bonita Channel entrance to the Golden Gate and the end of our 2600-mile summer. At 2300, we caught the start of one of the biggest flood tides of the year and rode it under the Golden Gate and straight across San Francisco Bay to *Chubby's* berth at the Berkeley Marina, arriving at 0130 on October 28. By the next afternoon the offshore wind had risen to 25 knots, with seas building to 8-10 feet. I was glad to be home and managed — before I collapsed in an exhausted heap — to call Rick and thank him for a nice piece of work.

I thanked *Chubby*, too.

— bill teplow



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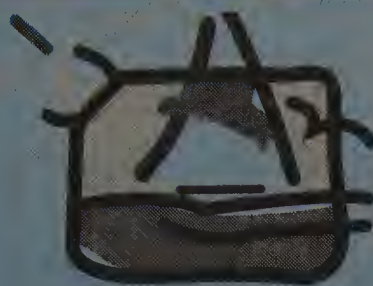
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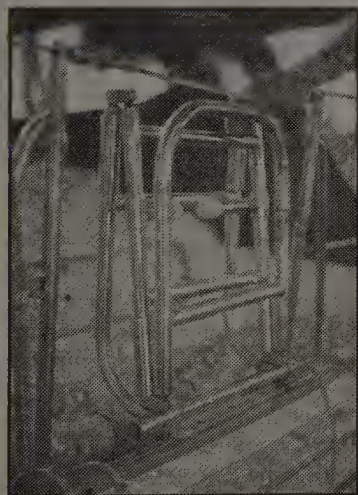
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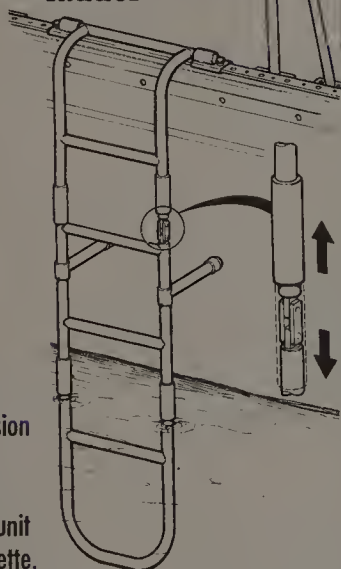
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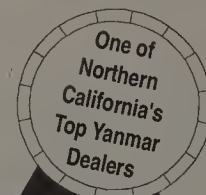
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DELTA DAYS

As summer arrives in the Bay Area, sunny days turn the hillsides golden brown, air temperatures rise and the days grow gloriously longer. Unfortunately, summertime also frequently brings a dense blanket of fog to the Central Bay, reminding us to seek our sailing pleasure farther inland, up the rivers of the North Bay and the vast Sacramento Delta.

Over the years, we've sung the praises of the Delta and North Bay rivers in a variety of ways — by sharing local knowledge from 'river rats', highlighting our

the basic contours of the Bay and Delta region were chiseled out by Ice Age glaciers, some three million years ago. At the end of that era — roughly 10,000 years ago — the oceans rose dramatically, creating, among other things, our own San Francisco Bay.

Since then, the physical characteristics of the Bay, and the meandering rivers of the Delta region which feed into it, have been constantly changing due to

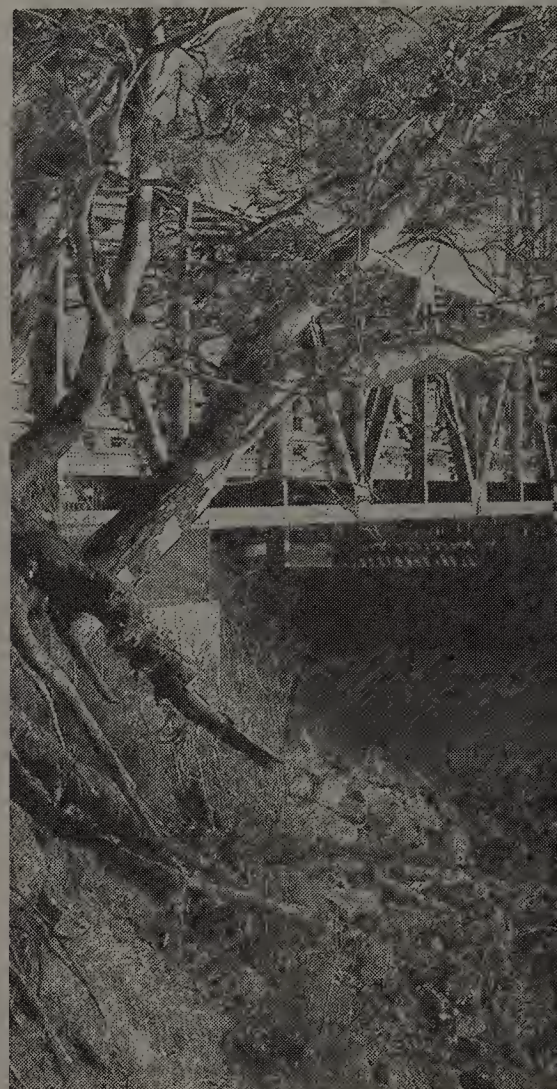
He paints a picture of a raw, somnolent land which seemed to have been lying dormant for centuries prior to the discovery of gold at Sutter's Mill.

favorite anchorages and relating the personal experiences of our readers. This year, however, we've decided to take a completely different tack by giving you a bit of historical perspective on the region. Our thinking is that, as with travel anywhere, the more homework you do on a place's natural history and cultural heritage, the more enjoyable and fulfilling your trip will be.

As every grade school scholar knows,

both natural and, more recently, man-made phenomena.

Prior to the Gold Rush of the mid-1800s, of course, most of California was completely unspoiled and undeveloped. When Captain John Sutter first ventured up the Sacramento River in 1839 to establish his famous outpost, the Delta region was an uncharted wilderness of tule marshes teeming with wildlife and populated only sparsely by various tribes of



LATITUDE / ANDY

mostly-friendly Indians. Imagine herds of elk and antelope — some said to be 300 lbs — grazing along the tule marshes at what now is the busy port of Antioch.

When historian Cortlandt Parker's fascinating book *Up-Delta, In the Early Days* crossed our desk recently, our knowledge of the Delta's history increased exponentially. He, like other authors, paints a picture of a raw, somnolent land which seemed to have been lying dormant for centuries prior to the discovery of gold at Sutter's Mill on the American River on January 24, 1848. Shortly afterwards, though, the Delta — as well as cities downstream — suddenly began developing in hyperdrive. Culled from Parker's book and other sources, we'll share some historical tidbits here which will hopefully add to the enjoyment of your next Delta cruise.

Established in 1847, Benicia was one of the first towns to spring up in the Delta because it was the logical river crossing point for north-south 'traffic'. Benicia was also apparently the first town to be affected by 'gold fever'. The story goes that shortly after the original

LATITUDE ILLUSTRATION / CHRIS

— RAVIN' ON THE RIVERS



INSET: LATITUDE / JOHN A

Spread: *The Delta's maze of rivers and canals is criss-crossed with over 50 drawbridges, most of which will open with a short toot of your horn or a call via VHF radio. Inset: A summer cruise to the Delta offers sun-kissed, fresh-water fun for the whole family.*

strike several of Sutter's men showed off some gold nuggets at the General Store while passing through town. "The next day," writes Parker, "every able-bodied man had left town for the gold fields!"

As you sail upriver from the Bay, you no longer have to dodge the Benicia-Martinez ferries, but in various forms they operated here from 1848 until 1962. The very first were oar-powered.

San Francisco businessman William Smith must have been either psychic or uncannily lucky. Having married one of the daughters of Don Ignacio Martinez, who'd acquired a massive Spanish land grant in the 1830s, Smith established a trading post on the shores of what is now Martinez, less than a year before the Gold Rush hit. Hordes of gold-hungry adventurers passed through the rugged settlement while waiting to cross to Benicia by ferry. Only months after the first strike there was such a demand that the ferry had to operate day and night. "At this

time, it was hard to get men to crew for more than one trip," writes Parker.

Upstream, where the San Joaquin and Sacramento Rivers converge, lies Pittsburg, which thrives today as a refinery town. Originally named New York of the Pacific in 1849 by one of its founders, who — you guessed it — hailed from New York, the town was surveyed and laid out by none other than William Tecumseh Sherman of Civil War fame. Interestingly, Pittsburg's association with fuel dates back to its early days, as it was ideally located to supply passing river craft with trade goods and fuel for their steam boilers.

Before the gold-lust hysteria set in, Captain Sutter's schooner *Sacramento* had been the only regular transport between Sacramento (then called New Helvetia) and San Francisco (then

called Yerba Buena). We were fascinated to learn that among Sutter's crew were Hawaiian sailors called Kanakas.

As the demand to reach the gold fields north of Sacramento skyrocketed in the months following the first strike, vessels of all types were commandeered to take passengers upriver at exorbitant prices.

But entrepreneurs soon rallied to meet the demand by importing purpose-built, steam-driven riverboats. The first, named *McKim*, arrived at Sacramento in 1849 "with 60 berths for passengers who had paid \$5 for a night's sleep, plus \$30 for cabin passage." In 1840s dollars, that was big money, and many other steamers soon followed. Parker writes that a few months later the side-wheeler *Senator* began making regular 10-hour runs up from San Francisco three times per week, each grossing as much as \$50,000 per trip — "more than any other steamboat in history." She could carry 300 passengers and 300 tons of freight.

The steamboat era was a glorious chapter in California's maritime history which lasted until shortly before WWII. After the Gold Rush subsided, many new immigrants settled in the Delta region to tap the potential of its rich soil and abundant fisheries. Steamers — first side-wheelers and later stern-wheelers — were the principle means of transport for both passengers and cargo. Their boilers were run on wood until, we're told, coal was discovered on Mt. Diablo in 1852. Coaling stations were eventually established at Pittsburg and Vallejo.

The early days were particularly colorful, as competition was intense for both mail and cargo contracts. With no one to regulate them, overzealous captains raced their steamers recklessly, sometimes pushing them so hard that their boilers actually exploded. "On October 29, 1850," writes Parker, "the 66-ton

On your way upriver from the Central Bay, several marinas offer cozy guest docks and nearby nightlife. Benicia Marina is seen here.



LATITUDE / ANDY

DELTA DAYS

Sagamore blew sky high, killing 50 passengers as she left the wharf to race for Stockton. Her engines were salvaged and installed in the steamship *Secretary*." But two years later, while racing another boat to Sacramento, the same vessel, *Secretary*, exploded near The Brothers in San Pablo Bay "killing 16 passengers and scalding 31." Steamboat Slough is a

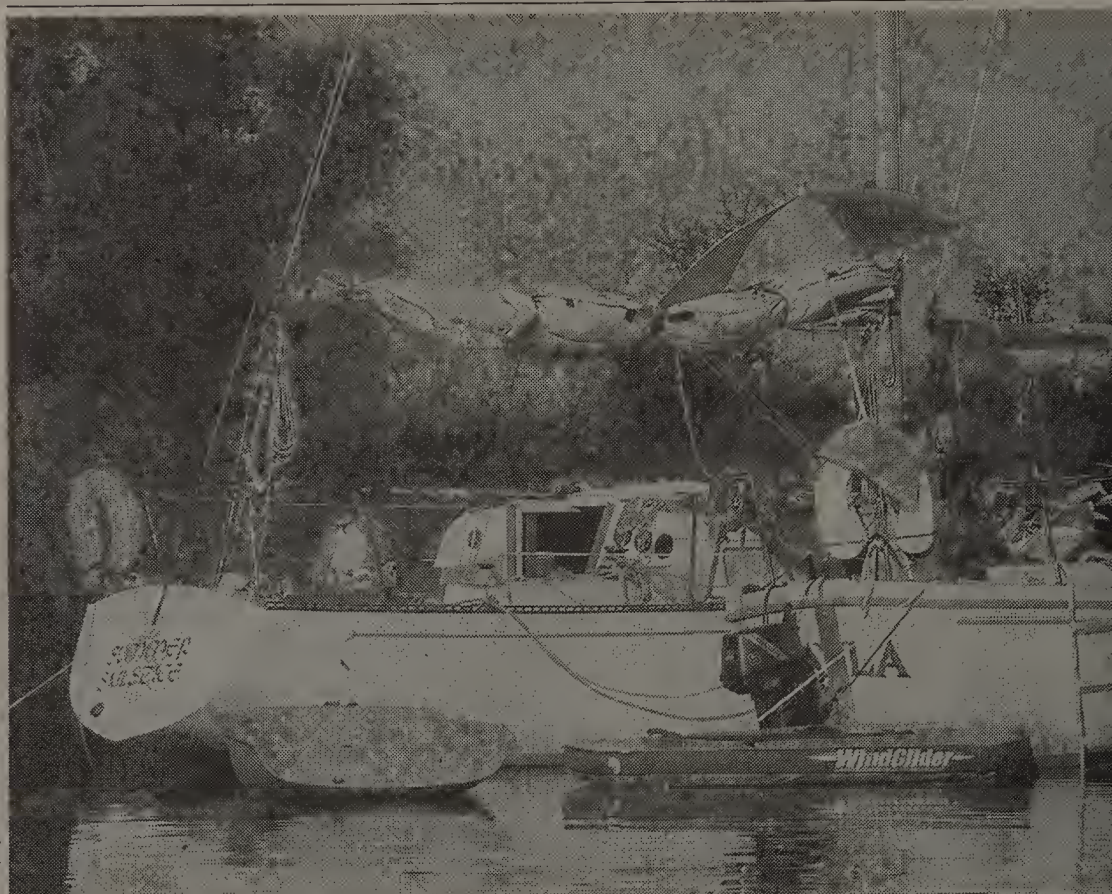
She had "red-plush upholstery, marble-topped tables, sparkling brass chandeliers and a calliope."

shortcut running between two sections of the Sacramento River which is as popular today as it was 150 years ago. Back then, though, it was the steamers' favorite drag strip.

One of the most famous early steamers was *New World*, a 530-ton sidewheeler which arrived here from New York in 1850. Typical of the opulent vessels of her day, she had "red-plush upholstery, marble-topped tables, sparkling brass chandeliers and a calliope." She had earned the nickname "the stolen steamship" because her owner had roared out of New York Harbor bound around South America in order to escape his creditors, with neither passengers nor proper ships' papers. Months, later, however, *New World* arrived at San Francisco with a full complement of gold-seekers that she'd picked up in ports along her route. She carried the splendid news that California had been admitted to the Union, but also brought a

A trip up the Napa (seen here) or Petaluma River is an easy alternative to Delta Cruising. Winds are often brisk with skies clear and sunny.

LATITUDE / JOHN A



passenger from Panama who was infected with cholera. His dire condition caused a temporary mass exodus from The City. Nevertheless *New World* eventually rose to glory in the Wild West when she set the first significant speed record on the Sacramento to San Francisco run: 5 hours and 35 minutes.

If all this nostalgia makes you wish you could have experienced such thrills and grandeur, fear not. There's still one authentic river steamer open for business on the Sacramento wharf, the *Delta King*. Although she no longer cruises, this 1920's-era beauty is well worth a look. These days she's operated as an upscale hotel and restaurant.

During the heyday of steamer travel, the bigger vessels only stopped at Benicia, Rio Vista and Sacramento on their runs up from San Francisco, while fleets of smaller steamers laced their way throughout the Delta maze, allowing every farmer to bring his goods to market. "Virtually every ranch or farm had a 'landing' to pick up produce," writes Parker. By the late 1800s there were literally hundreds of them along the Sacramento and San Joaquin, identified by

When you make an expedition up to the Delta, you'll want to bring plenty of watersports gear. In fact, why not bring every toy in the garage?

number, if not by a name.

During the boom years of the Gold Rush and the decades of steady growth which followed, not everyone made their living by seeking precious ore. While merchants were probably raking in more money than anyone else, immigrant fishermen made a good living also. Parker writes, "In the 1850s, gill-netters from Italy and New England fishing the Strait (off Martinez) and the rivers upstream founded a major industry, providing food for the Gold Rush camps of the Sierra."

UPCOMING

Fourth of July Fireworks

- Venice Island — Hilton Fireworks Extravaganza; staged by hotel magnate Barron Hilton, headquartered at his duck club on Venice Island; features fireworks shot from a barge anchored off Mandeville Tip and attracts over 6,000 boats. This is the largest boat-in event in the Delta — perhaps the largest in the West.

- Pittsburg — Fireworks usually are shot from either an offshore barge near the city waterfront, or from shoreside. Info: (925) 432-7301.

- Antioch — Downtown Antioch and at the Antioch Marina. Hometown parade, classic car show, entertainment and Fireworks Spectacular over the San Joaquin River. Info: Antioch Marina (925) 779-6957.

- Stockton — On the waterfront at Webber Point; an exhilarating night that includes live



SUZI TODD

— RAVIN' ON THE RIVERS



amounted to over 10 million lbs annually in the 1880s." At that time, Sicilian fishermen felt that one of the most ideal spots to pursue their passion was where the Sacramento and San Joaquin Rivers came together. They built a settlement at the site now known as Collinsville: "A town with a hotel, rooming houses, bars and a couple of stores was built for the most part on stilts as protection from the waters of the Bay." Sadly, floods wiped them out in 1878, causing most to move across-river to Pittsburg.

Another phenomenon which forever changed the face of the Delta was the arrival of railroads. After completion of the Transcontinental Railroad in 1869, new settlers traveled west with relative ease, and commodities from Delta and Central Valley farms and ranches were suddenly able to reach distant markets.

Before railroad bridges were built, the Central Pacific Railroad shipped its trains from Benicia across the mighty Sacramento to Port Costa aboard the world's largest ferry, the 420-ft (x 110-ft wide) *Solano*, which could carry up to 32 freight cars. According to Parker, in the 1800s Port Costa was a town of 300 people, two churches and 14 bars, which inspired Susan B. Anthony to pay a visit during its heyday and deliver one of her fiery temperance lectures. Still today, you can see remnants of the tiny town's old wharfs which burned to the waterline in 1941.

LATITUDE / JOHN A



"That's it honey, hold the mast up straight." The Delta's countless flat-water anchorages are ideal for all types of watersports.

Italians, Portuguese and others settled in communities along the rivers and enjoyed what must have seemed like boundless quantities of fish. In the early days, both European and New England fishermen worked the rivers in sprit-rigged, double-ended sailboats about 26 feet in length.

Still today, of course, many boaters love to fish in Delta waters. They might find it interesting to note that neither striped bass nor shad were native to California waters, but were introduced to the Sacramento River after being brought out from New Jersey, of all places. With canneries established at Martinez, Benicia and Sacramento, Parker reports that "the catch of salmon

Back in the Gold Rush days, lust for instant wealth stole the youthful innocence of many wide-eyed men and women. It also took a toll on the Delta's rivers and tributaries. By 1864 panning for gold had become passé, as the easy pickin's once found in riverbeds had been exhausted. For the next 20 years, hy-

There's no shortage of patriotic pride among the thousands of boats which gather at Venice Island for the Hilton Fireworks Extravaganza.

DELTA DOINGS

bands, entertainment and an incredible fireworks show! All free. Info: (209) 943-1987.

- **Suisun City Marina** — Their July 4th Festival is their biggest event of the year; starts at 11 a.m.; games, races, kiddie carnival, arts & crafts; live music and fireworks over the harbor. Info: (707) 429-2628.

Other Notable Events

- **5th Annual At the Wop's Chili Cookoff**, in the roped-off streets of downtown Locke, June 5. A \$25 fee for those cooking includes their booth space; arrive early (8 a.m.) to get the best spots. Tasters pay \$5 for a beer and a spoon to sample various chilies, served in small cups; begins 11 a.m.; live music. Info: (916) 776-1800.

- **Blues Jam Session**; every Summer Sunday at Windmill Cove Marina, starting at 4 p.m.;

hosted by professional bluesmen; bring your instruments. Info: (209) 948-6995.

- **Isleton Crawdad Festival**; June 18 - 20. This 3-day event over Father's Day weekend attracts some 200,000 gourmets and gourmands to this sleepy Delta river community to sample crustacean delicacies; dance to over a dozen bands and peruse arts & crafts booths; free. Info: (916) 777-5880.

- **Arts, Crafts & Antiques Street Fair**; Suisun City; first Saturday of each month, May through December; music & kids activities; 9 a.m. - 4 p.m.; free. (707) 429-2628.

(Listings courtesy of the California Delta Chambers and Visitors Bureau.

See www.californiadelta.org/ for a wide range of additional useful info.)



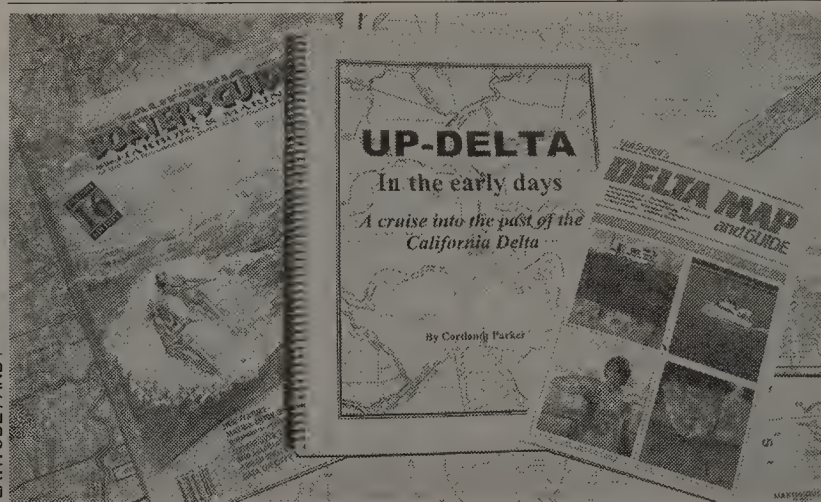
GLENN FAGERLIN

DELTA DAYS

draulic drilling became the norm. The unfortunate by-product of this new industry, however, was massive runoff into every river and tributary in the Gold Country. According to Parker, "Hydraulic gold mining filled the rivers with debris in the early days, causing the flood planes to rise an estimated seven feet between 1849 and 1900."

But heavy runoff wasn't the only factor that altered the Delta's original contours. Historians tell us that the annual cycle of flooding and recession experienced by Delta rivers and streams centuries ago left debris along the banks which, in some areas, formed the first natural levies. Settlers later bolstered these boundaries with crude sod barriers in order to cultivate cash crops on the patchwork of islands within the region. And when a vast pool of Chinese laborers became available for levee work after the completion of the Transcontinental Railroad, the region's flood barricades improved substantially.

LATITUDE/ANDY



Armed with sunblock, nautical charts, plus Hal Schell's indispensable 'Delta Map' and a few informative books such as 'Up-Delta' and the 'California Boater's Guide to Marinas and Harbors', you'll be ready for a splendid cruise.

During the 1800s, Stockton was an important deep-water port, but the snakelike path of the San Joaquin was a time-wasting impediment to efficient river commerce. As a result, canals were dug to straighten the river's path along several stretches, creating tiny islets often called 'tips' — i.e. Mandeville Tip. During the 20th century, the face of the Delta continued to evolve as massive gov-

ernment projects sought to control water flow and salinity. At one point, agricultural interests aggressively pushed plans to dam up the Sacramento River in order to keep salt water west of Suisun Bay.

Through the ages, the rivers of the North Bay and Delta have undergone countless changes, but they still maintain a laidback rural charm found nowhere else on the West Coast. With predictably sunny skies, fresh water for swimming and historic towns to explore, these yet-unspoiled waters are a gunkholer's delight which should not be missed.

— latitude/aet

Ed. note — You'll find the publications listed here at many Bay and Delta marine businesses. Up-Delta can also be ordered from Gallagher Parker Publishing Co., P.O. Box 865, Benicia, CA 94510.


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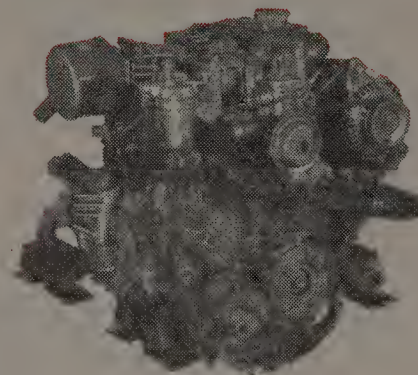
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MAX EBB

“Um... we’re more than, like, 90 degrees off rhumbline.”

It was Lee Helm calling up from the chart table. We were a few miles outside the Gate, the wind had gone light, and the big ocean racer was trying so hard to go faster than the wind that we had to bear off ‘til we were sailing downwind trying to go upwind.

“Well, then let’s tack!” several of the cockpit crew said at once.

The Tactics Committee was unanimous, so I put the helm over. The big boat swung into the wind and turned through so large an arc in the process of going from port tack to starboard that we had practically reversed direction before we could fill the sails again.

“Is that as high as we can point?” asked the owner.

“It’s the swell,” I answered. “Have to go low to keep the sails full.”

“There must be wind just a mile or two further out, from the looks of this chop,” said one of the trimmers.

We gradually picked up speed as the boat recovered from tacking. But as the apparent wind drew forward, this put us on an even lower course, and after a few minutes Lee announced once again that we were 90 degrees off rhumb.

“Okay, tack back,” suggested one of the tacticians. “I don’t want us to be caught on the wrong side of the windshift when it finally fills in.”

“We’re still in a weak ebb,” Lee reported, “so like, let’s not go too far to the corner.”

“We should also stay right west of the Gate,” suggested a trimmer. There’s wind in the Bay, so if we keep ourselves upstream in that flow in through the Gate, we stay in some wind.”

“Interesting theory,” I allowed as I tacked back to port, with the same result as before.

“Time to let someone else have a go at it,” said the owner. I was glad to trade places with the next driver.

All eyes were on the windex and the knotmeter as the new driver forced the boat up to a higher course. The speed dropped and the sails went soft on every swell, but at least we were making good a small distance to windward.

“How’s the current now?” asked the owner after a few minutes.

“We still have, like, a quarter of a knot of ebb, but on this heading it’s almost

on our beam. Still has an upwind component, at least.”

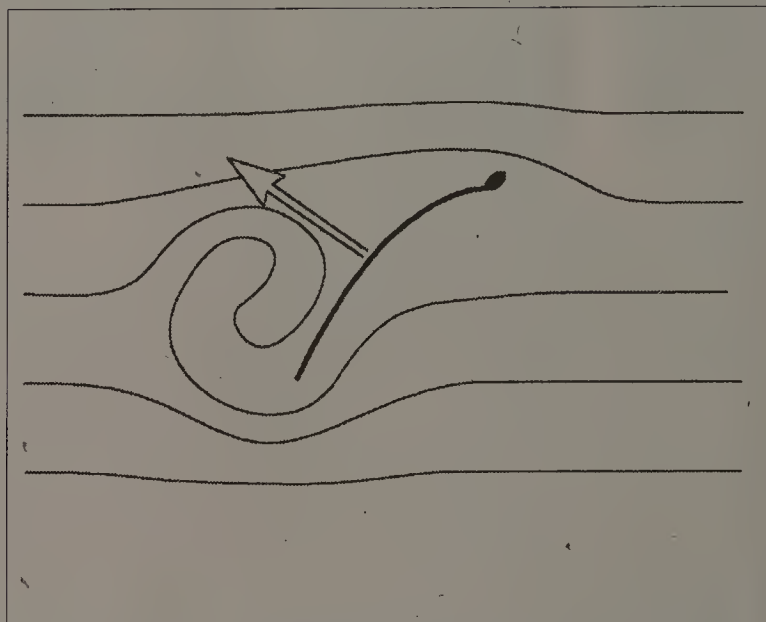
“Can you send that current info up to the cockpit display?” asked the driver.

“Wish I could, but these instruments don’t support that,” said Lee. “Really brain-dead if you ask me. Like, we have digital compass, knotmeter and GPS all integrated into this so-called race package, and the dumb built-in software is missing the five lines of code to do the vector subtraction that would directly display the current speed and direction.”

“You can get it if you send the data to a computer first, then back as a custom data channel,” recalled one of the trimmers. “I went nine rounds with the sales folks at the last boat show over this issue. They honestly didn’t seem to understand why a display of set and drift would be important.”

“Must be lake sailors,” I surmised.

“Thing is,” Lee added, standing in the hatch with a calculator in one hand, “a big boat like this can have a computer running to get those numbers. But on a little boat, like the other one I crew on, we don’t have the power budget. We can’t afford the weight and windage of a mast-head cluster, either. With no wind data, we don’t need a system that does VMG or true wind or anything. But like, we have the digital compass, the knotmeter and the GPS, so you’d think we should be able to set up a simple eight-number display: Course and speed through the water; course and speed over the bottom, direction and speed of the current



Exaggerated streamlines showing flow around a sail in steady and unsteady flow conditions. Above, when motion begins suddenly, a ‘starting vortex’ forms behind the sail. There is no net upwash or downwash, and the result is more drag and less lift.

The lack of automation didn’t seem to slow her down, however. She kept punching speed and course numbers into her calculator, and reporting the current speed in tenths of a knot and the current direction in degrees magnetic. As we lost the ebb, along with it went the last decent breath of wind.

In desperation the driver bore off again, trying to keep something in the sails. But the windex was dancing in circles, and the main was bubbling to windward as often as it was full to leeward.

“Okay if I windsurf the main?” Lee asked the owner.

None of us had any idea what she meant, but he nodded his permission just the same.

Lee then proceeded to pull so much slack into the mainsheet that it might

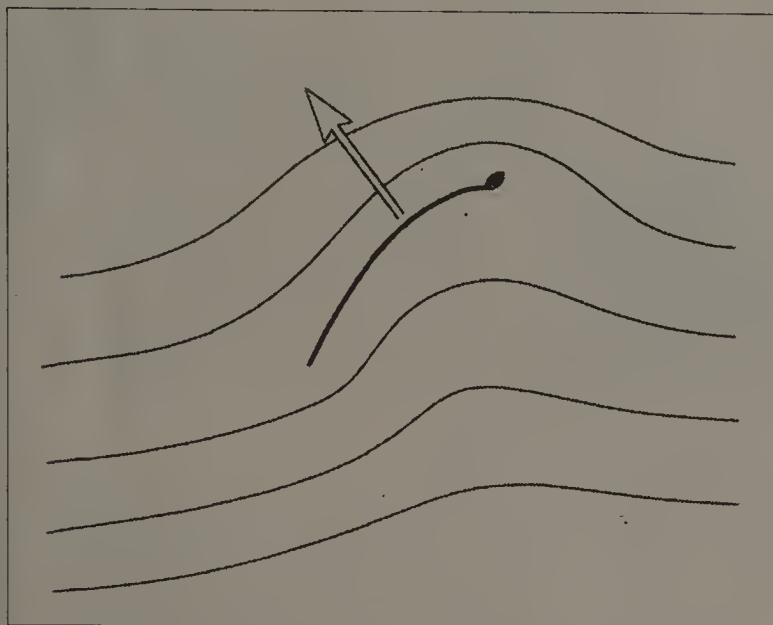
as well have been disconnected. She stood on the cabin top, put both hands on the main boom, hung below it as if she was in a windsurfer harness attached to a giant

sailboard sail, and with her feet walking to port and starboard she started to swing the mainsail in and out, in time with the swell. The sail settled down, and our speed was starting to go up again.

“Lee,” I asked suspiciously, “Isn’t that

*“We want a sail that’s very flat
and very twisted.
That’s why we need full mast bend.”*

— which is just the vector difference between the first two sets of numbers — and range and bearing to the next mark. But noooooooo. . .”



After steady flow is established, the low pressure on the leeward side causes incoming flow to bend toward the leeward side of the sail, and attached flow causes downwash in the exhaust. The result is more lift and less drag.

illegal pumping?"

"No way," she said. "I'm not pumping, I'm trimming. See the windex? When it goes forward I trim in, when it goes abeam I trim out. The motion is random, to keep the sail from luffing."

"Okay, but just don't do it where other boats can see," I said.

"No really, it's perfectly legal," she insisted. 'Repeated fanning of any sail' is what the rules prohibit. I'm like, not fanning the sail, I'm trimming to the short-term changes in the apparent wind. See? Half the time it doesn't even cross centerline."

"I don't think it's all that clear cut," said the owner.

"Now, this," Lee explained, "would be illegal. . ."

She demonstrated some vigorous pumps of the boom. But our skipper wanted to play it safe, and Lee had to resort to trimming the main through the mainsheet.

"It works almost as well when you use it as a 2:1 tackle," she claimed.

But this game didn't last long, either. The wind continued to drop, the swell continued to build, and the sails began to thwack, pop and bang from side to side as we lost steerage and drifted beam to the seas. The knotmeter, for the first time, read zero point zero.

"Goose eggs," moaned the driver.

"Switch to slatting mode?" Lee asked.

"You can try anything, as long as it's legal," answered the skipper.

Lee took charge of sail trim. She directed us to pump up to redline on the backstay cylinder for maximum rig tension. Then she eased the vang, allowing the air in the vang spring to lift the boom end a full two feet higher than where it had been hanging when supported by the mainsail.

"We want a sail that's like, very flat and very twisted," she explained as she

pulled the last bit out of the outhaul control. "That's why we need full mast bend. The flat sail is faster in oscillating flow — and it's much easier for the top battens to pop across."

"What course are you trimming me for?" asked the driver.

"Take your pick," she said. "We might just as well be a powerboat now. As long as we have some swell to keep us rolling, we'll go forward."

The pops and crashes from the mainsail were gone. With so much twist in the main, it was impossible for the top of the sail and the bottom to be full of wind at the same time. With each roll it just swished back and forth, like a huge swim fin — or like one side of a manta ray, as one of the crew put it. The knotmeter was showing a profit once again.

Next, Lee called for a quick jib change. The 150 came down, the number three went up. With the backstay full on, the forestay was bar tight in the light air, and the sail was board flat. She only attached one light sheet, and led it through one of the blocks on the spinnaker car, so the sail was sheeted to the front side of the mast.

"Same deal up here," she explained. "Flat sail with lots of twist, sheeted on centerline so it can reverse tack with each roll."

"Just like those toy sailboats with only one jibsheet that's led to the mast step," observed the driver, after watching the sail work for a few minutes. "I wonder if we could tack out of the Estuary with this rig. . ."

After the foredeck crew tied down some slack runners that were slatting

around, the boat was amazingly quiet. And as long as we kept an angle to the swell that would roll the boat, our speed kept climbing. It passed two knots, and hit 2.5 after one particularly heavy set of swells.

"I can see why we need all the twist," said the owner. "But why the flatness? Shouldn't sails be as full as we can get them in light air?"

"No way!" Lee replied. "There's hardly any lift 'til the starting vortex is shed."

"The what?"

"Now we're in for it," I mumbled.

"All the books say that sails should be full in light wind and flat in heavy air," said the owner.

"And like, the books also show steady flow around wings and sails," Lee countered. "In oscillating flow, it's a whole different set of rules."

She climbed up to the cockpit, pulled the race instructions out of a pocket, and started to draw on the back.

"Here's a wing — or a sail — in steady flow. Low pressure on top, high pressure on the bottom, air curves up toward the low pressure as it approaches. That's called upwash. Air also curves back towards the low pressure as it leaves. But there's an offset between the inflow and outflow. You like, have to look back at how the flow got started to make all the flow lines match up."

"What does all that mean?" asked the trimmer.

"Look at the transient flow at start-up." She drew another sketch, this one showing air swirling around the back corner of the wing. "There's a big vortex around the trailing edge, because there's no momentum yet from flow over the top surface, because the flow hasn't had a chance to move across the wing yet. So the low pressure hasn't developed on top, so there's no upwash into the foil. Result?"

No one on the crew was quick enough with the right answer.

"More drag and less lift," she answered for us. "But like, once the vortex is gone from the wing and flow is established in the right direction over the top surface, the incoming flow will be in a much more favorable direction to produce useful lift."

"Even without the upwash," commented another trimmer, "there would still be lift, no?"

"Less lift and more drag," answered Lee. "And like, if you're trying to sail close-hauled, the angle of combined lift and drag is really really critical. A flat sail makes a smaller starting vortex that leaves the sail sooner. So like, in slatting

MAX EBB

mode, flat works better. Plus, the flat sail doesn't waste part of the roll motion by turning inside out each time it reverses

half hour, setting our course so the swell would keep us rolling. The flat, twisted sails kept the boat speed close to two

in the sheet. "More upwash effect. Like, as long as the boat isn't overpowered, upwash caused by more load on the main is a nice lift for the spinnaker."

"You're stalling the telltales," complained the trimmer. "That can't be fast."

"Leech telltales always look stalled, like, when the wind is light," Lee asserted, "and always stream when the wind is heavy. I don't use them very much, except sometimes in the mid-range."

*"Okay if I windsurf the main?"
Lee asked the owner. None of us had any
idea what she meant.*

direction."

"Well, I'm not sure I follow your logic," said the owner, "but at least it seems to avoid all that noise from the sail every time it pops open."

"For sure, but like, what do you think is making that pop?"

"Definitely made by unhappy air," I offered.

"Right. Happy air is what we want," said the trimmer.

"Happy air makes a happy crew," added the owner.

We rolled along like that for another

knots. By the time the wind finally did fill in, we had almost passed two of the faster boats in our class. Still, the ones that had been lucky enough to split to the north just before the wind filled in had the edge.

The wind on the way home was lighter and more northerly than usual, so Lee got to demonstrate another trick.

"On a tight reach, a little overtrim on the main makes it easier to keep the spinnaker inflated," she said as she pulled

We finally started to feel the strong sea breeze funneling into the Bay, and it backed around to put us on a more comfortable reach. Then the big ultralight did what it does best, entering the Bay on a high speed run. We finished near the top of the fleet, and the Tactics Committee congratulated themselves for a well-called race.

"It always makes the tacticians look good when the trimmers can make the boat go fast," whispered Lee.

— max ebb

GOT WATER?

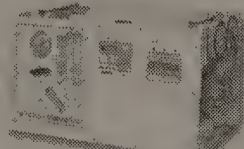
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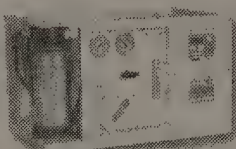
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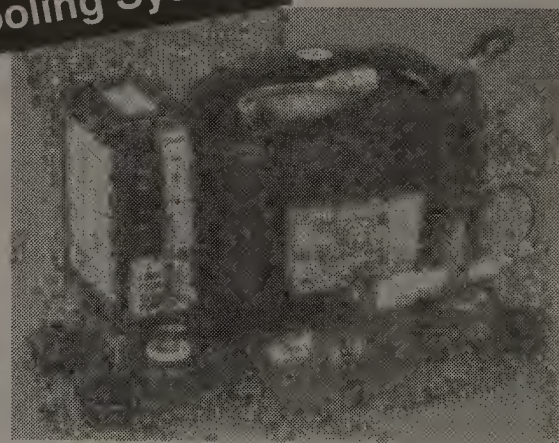
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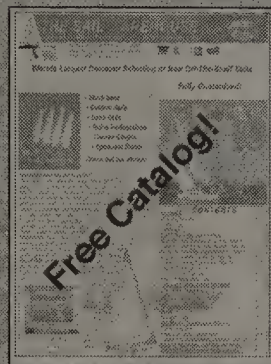


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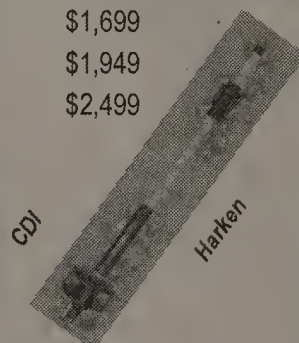
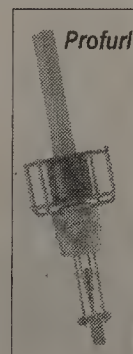
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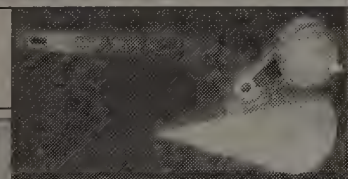
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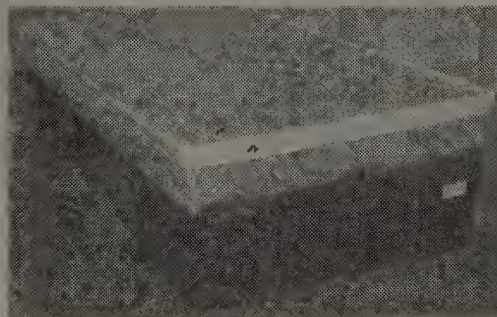
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THE RACING

With quick reports this month on the first two OYRA races; a first look at the new *Genuine Risk*; the 57th Ensenada Race; a smallish Melges 24 Nationals in Santa Cruz; a trio of excellent SoCal regattas; the windy Antigua Sailing Week; and the usual jumble of box scores and race notes at the end.

Two Ocean Races

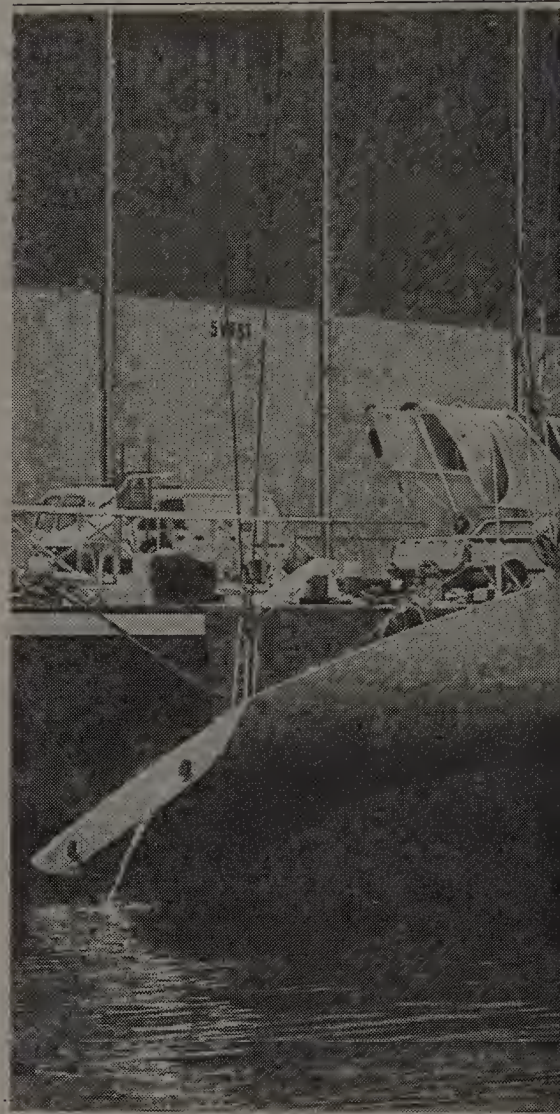
The 2004 OYRA season is off to a fine start, with the first two races already in the books. Both mellow races — the Lightship Race on April 24 and the One Way to Half Moon Bay Race on May 26 — began in nice winds, which then died as the fleet drifted out the Gate on the outgoing tide.

The Lightship Race, which attracted a healthy 91-boat fleet, eventually picked up steam. Boats that went south on the way out found better pressure on the edge of the fog line, and went on to do well. *Flash*, Mark Jones' Andrews TP-52, was first back after 4 hours, 11 minutes, but plummeted to 20th in the burgeoning PHRO-I class. *Sweet Sensation*, one of the Grand Prix Sailing Academy's four

headed for the left side of the course, disappearing into the fog and going on to round the Lightship second in fleet, behind just one multihull. They sailed back in a building flood on the north side, finishing overlapped with the Andrews 56 *Chipango*.

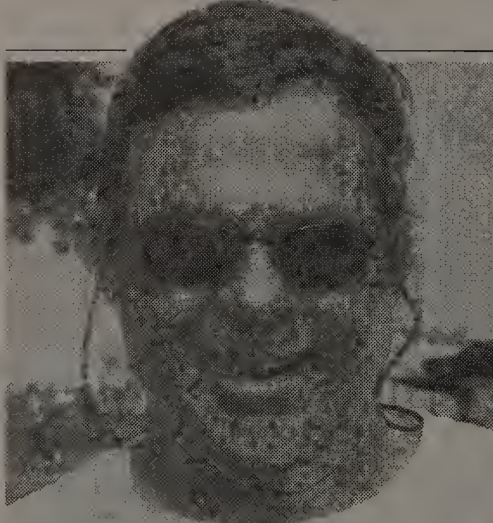
"We had a really fun day," said Fanger. "We had a great crew, including my partners Rodney Hagebols and Mario Yovkov, and went the right way. Maybe being over early was a blessing in disguise?"

New boats topped the next two classes — Andy Costello's brand new Beneteau 36.7 *Ricochet*, with Jon Stewart calling the shots, did a 10-minute horizon job on sistership *Serendipity 2*. Two other Benny 36.7s, *Oni* and *Mistral* (Costello's old boat, now owned by Ed Durbin, who would like to sell his Olson 911-S *Ixxis*) rounded out the podium in the 13-boat class. Meanwhile, the Farr one tonner *Punahele* (ex-*General Hospital*) won its



COURTESY GPSA

Ocean heroes — Above, Gary Fanger ('*Sweet Sensation*') won the Lightship Race. Right, Barry Lewis ('*Chance*') took the HMB Race.



LATITUDE ARCHIVES

1D-35s, clobbered the 33-boat PHRO-I class by almost 17 minutes.

Sweet Sensation, skippered by GPSA founder Gary Fanger, recovered from an OCS and picked her way through the fleet. While the majority of boats stalled out under Point Bonita, *Sweet Sensation*

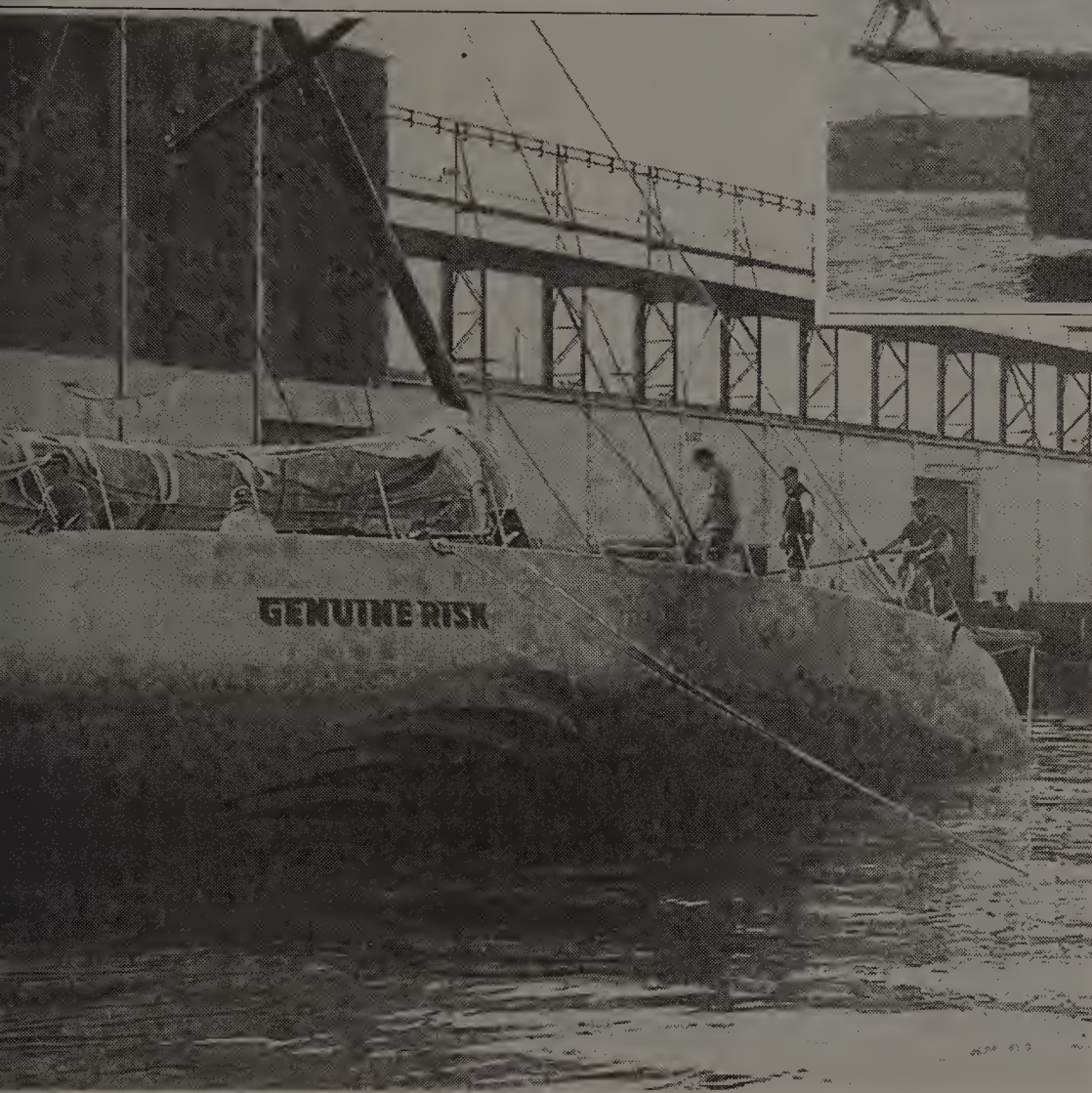
first trophy under new owner Mike Caplan, topping the IOR Warhorses with ease. Familiar names took the other four divisions.

The Half Moon Bay Race occurred two weekends later, drawing 54 boats. Most of the race was sailed in single-digit

winds, fog, and lumpy seas — with more wind and sun eventually appearing as the day wore on. Once again, *Flash* finished first in a relatively slow 4 hours, 47 minutes (and, once again, got hammered on corrected time). Barry Lewis' J/120 *Chance* was the big winner, leading a four-boat J/120 sweep of the 31-boat PHRO-I class.

After just two races, the handwriting is already on the wall in three of the four OYRA classes — John Liebenberg's Antrim 27 *Always Friday* is well on its way to winning MORA again; Mark Halman's Hobie 33 *Sleeping Dragon* likewise has a stranglehold on SHS; and Tony Pohl and Mike DeVries' red Synergy 1000 *Summer Moon* — with a fine 1.4 record in by far the biggest and most competitive fleet — is launched in PHRO-I. Only PHRO-II is still up for grabs.

OYRA will take a break until the Northern Star Race on June 26. Three bigger ocean races will fill the void — the Spinnaker Cup (an 88-miler from Knox Buoy to Monterey on May 28), the Coastal Cup (277 miles to Santa Barbara on June 12), and, of course, the West Marine Pacific Cup on June 28



Preview of coming attractions — The new 90-foot 'Genuine Risk', seen during sea trials in Sydney, will be in San Diego shortly.

through July 2.

LIGHTSHIP RACE (StFYC: Apr. 24; 25.2 miles):

PHRO-I — 1) **Sweet Sensation**, 1D-35, Gary Fanger; 2) **Summer Moon**, Synergy 1000, Tony Pohl/Mike DeVries; 3) **Morpheus**, Schumacher 50, Jim Gregory; 4) **Astra**, Farr 40, Mark Coleman; 5) **Sensational**, 1D-35, Whitty/Maloney; 6) **Eclipse**, Express 37, Mark Dowdy; 7) **City Lights**, SC 52, Tom Sanborn; 8) **Surfer Girl**, SC 50, Mike Travis; 9) **Cipango**, Andrews 56, Rob & Bob Barton; 10) **Two Scoops**, Express 34, Chris Longaker; 11) **Dayenu**, J/120, Payan/Jermaine; 12) **Bullet**, Express 37, Brendan Busch; 13) **Auspice**, Schumacher 40, Jim Coggan; 14) **Basic Instinct**, Elliott 10.50, Jan Borjeson; 15) **Fast Forward**, Aerodyne 38, Dan Benjamin; 16) **Emily Carr**, SC 50, Ray Minehan. (33 boats)

PHRO-II — 1) **Ricochet**, Beneteau 36.7, Andrew Costello; 2) **Serendipity 2**, Beneteau 36.7, Tom Bruce; 3) **Oni**, Beneteau 36.7, Peter Krueger; 4) **Mistral**, Beneteau 36.7, Ed Durbin; 5) **California Girl**, Cal 40, Don & Betty Lessley; 6) **Breakout**, Santana 35, Lloyd Ritchey. (13 boats)

IOR WARHORSE — 1) **Punahale**, Farr One Ton, Michael Caplan; 2) **Great Fun**, Davidson 50, Stan Glaros. (5 boats)

MULTIHULL — 1) **Wingit**, F-27, Ray Wells; 2)

Prime Directive, F-31, Dave Gilman. (6 boats)

MORA — 1) **Swamp Donkey**, Express 27, Scott Sellers/Doug Robbins; 2) **Chimo**, Brad Pennington; 3) **Always Friday**, Antrim 27, John Liebenberg; 4) **El Raton**, Express 27, Ray Lotto; 5) **Salty Hotel**, Express 27, David Rasmussen; 6) **New Wave**, Express 27, Buzz Blackett; 7) **Love Shack**, Olson 30, John Scarborough. (15 boats)

OLSON 25 — 1) **Hamburger Haus**, Jens Jensen; 2) **Vivace**, Larry Nelson; 3) **Animal Crackers**, John Lymberg. (7 boats)

SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Ragtime**, J/90, Frank Sloodman; 3) **1st Impression**, Santa Cruz 27, Grant/Gio; 4) **Starbuck**, Black Soo, Greg Nelson; 5) **Cookie Jar**, Moore 24, George McKay. (12 boats)

HALF MOON BAY (HMBYC: May 8; 26.5 miles):

PHRO-I — 1) **Chance**, J/120, Barry Lewis; 2) **Mr. Magoo**, J/120, Steve Madeira; 3) **Twist**, J/120, Timo Bruck; 4) **Desdemona**, J/120, John Wimer; 5) **X-Dream**, X-119, Steen Moller; 6) **Summer Moon**, Synergy 1000, Mike DeVries/Tony Pohl; 7) **Valkyrie**, J/120, Mark Varnes; 8) **Oui B5**, J/120, John Sylvia; 9) **Dayenu**, J/120, Payan/Jermaine; 10) **Auspice**,

Schumacher 40, Jim Coggan; 11) **Sweet Sensation**, 1D-35, Gary Fanger; 12) **Morpheus**, Schumacher 50, Jim Gregory; 13) **Cipango**, Andrews 56, The Bartons; 14) **Jolly Mon**, J/120, Mark Bowman. (31 boats)

PHRO-II — 1) **Shaman**, Cal 40, Steve Waterloo; 2) **Red Sky**, Ericson 34, Brian Boschma; 3)

Platinum, Morgan 45, Mark Rommell. (7 boats)

MORA — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **Special Edition**, Wilderness 30, David Janney. (5 boats)

SHS — 1) **Sleeping Dragon**, Hobie 33, Mark Halman; 2) **Annalise**, Wylie 34, Paul Altman; 3) **Starbuck**, Black Soo, Greg Nelson; 4) **Ragtime**, J/90, Frank Sloodman. (11 boats)

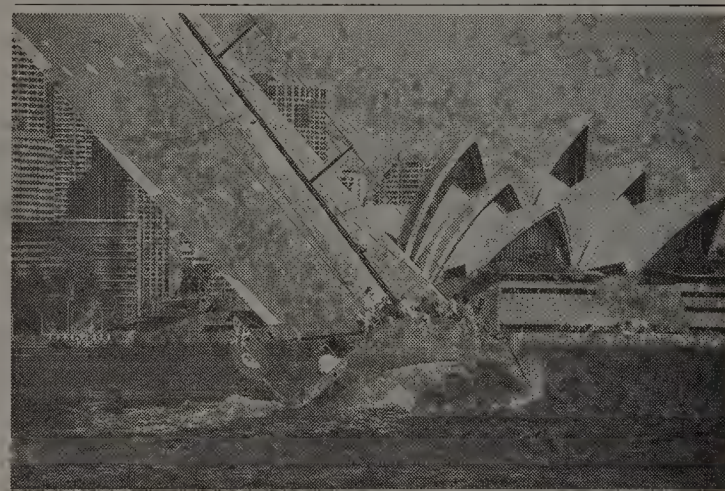
Full results — www.yra.org

Risky Business

If you're in San Diego next month, check out the newest and biggest CBTF boat yet, Randall Pittman's beautiful new 90-foot *Genuine Risk*. "It's a really cool boat, a quantum leap forward in technology," claims project manager Bill Erkelens, who, after many years with *Sayonara* and *BMW Oracle*, knows a cool boat when he sees one.

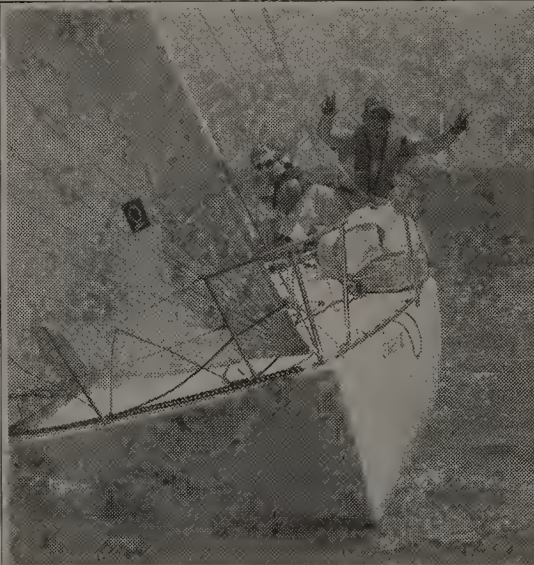
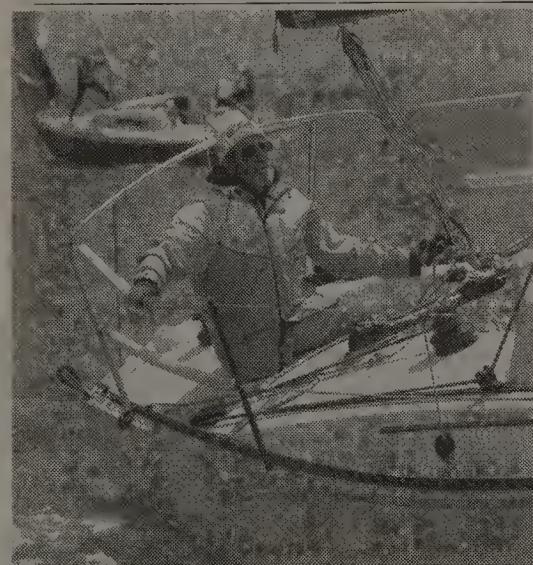
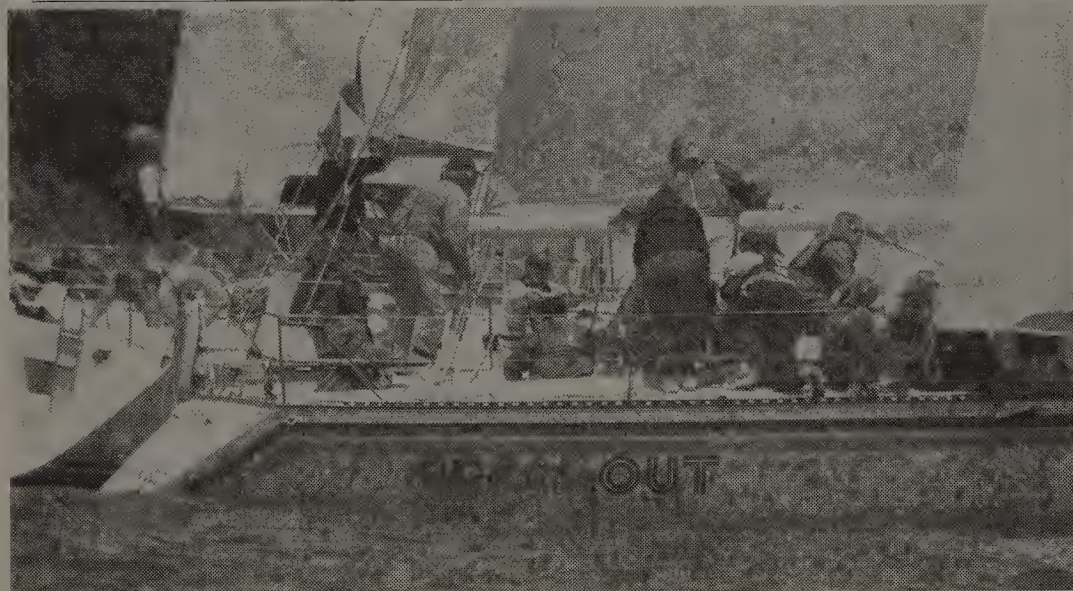
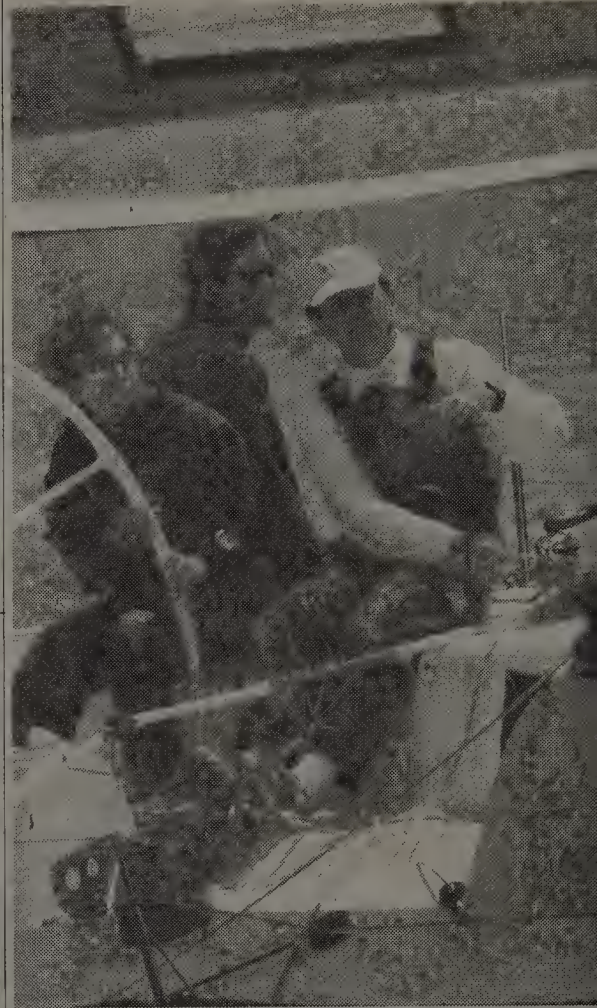
Genuine Risk, designed by Dubois Naval Architects in Lymington, UK (working with Andy Claughton and Clay Oliver), and built by McConaghy Boats in Sydney, AUS, was over two years in the making. Pittman, a San Diego-based entrepreneur and avid sailor, wanted a no-compromise maxi capable of both offshore and buoy racing. The relatively new CBTF technology, i.e. a canting keel and a fore and aft rudder, offered the perfect solution.

"We have two rudders and a canting keel like *Pyewacket* and *Morning Glory*,



and are just a little bigger," claimed Erkelens. "We're three feet longer and have less flare in the topsides, but should be similar in displacement. Unlike the

ALL PHOTOS BY HUGH DOWLING



two maxZ86s, we have a built-in 'prod' on our bow as well as short spinnaker poles attached on deck forward of the mast."

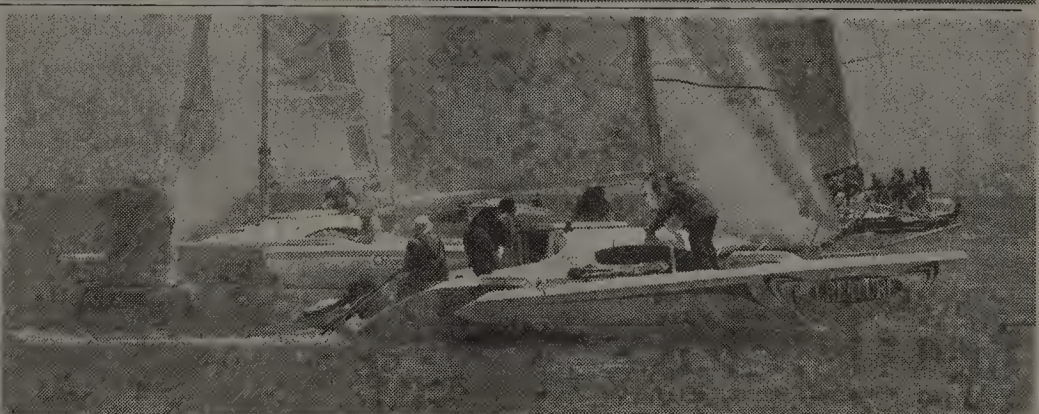
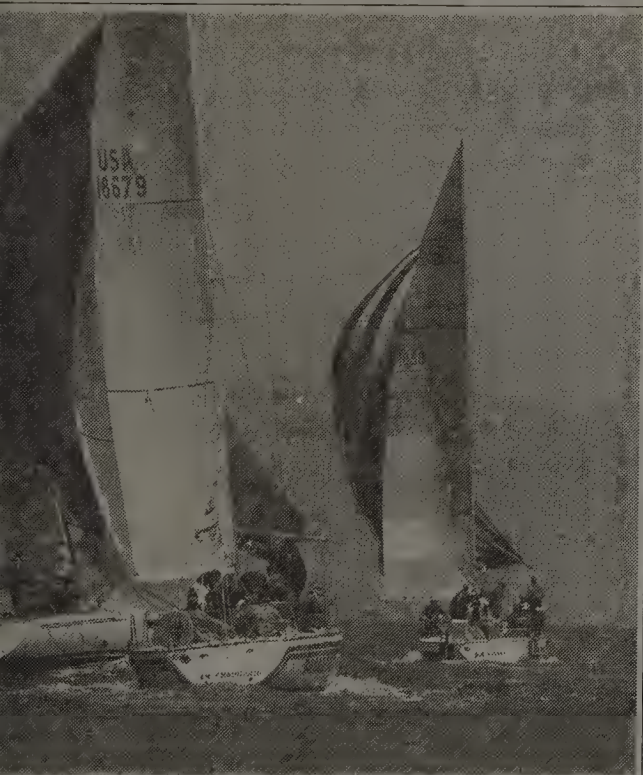
The new machine — topped off with a Southern Spars rig, Harken winches, B&G electronics, and North sails — was launched on April 24. After an uneventful week of sea trials in Sydney, *Risk* was shipped to the States, where it will spend the month of June undergoing more sea trials and crew practice off San Diego.

HDA racing on May 15, clockwise from upper left — Ed Durbin's new-to-him Beneteau 36.7 'Mistral'; Mary Coleman, Will Paxton and Sylvain Barrielle aboard 'Astra'; an irrationally exuberant bow guy; concentration aboard 'Eclipse'; and the parking lot on the face of Angel Island.

"We expect to rate faster than the Z86s, but realize it will take a great deal of time to learn to sail the boat to its potential," noted Erkelens. "It's a steep learning curve, and we have a long way to go to match the time on the water of our competitors."

An all-star cast, heavy on West Coast-ers, is gathering in San Diego to begin

training on the boat, including Erkelens, Jonathan and Charlie McKee (after-guard), Keith Lorence (sail development, co-helm), Mark Rudiger (navigator), Duthie Lidgard, Jr. (boat captain), Sam Heck, Big Mike Howard, Justin 'Juggy' Clougher, Jim Slaughter, Matt Cassidy, Chad Hough, Brian Terharr, Chris Williams, Fritz Lanzinger, Mark Strube, Bill



HDA racing, cont'd — 'Encore' strikes a classic Bay Area pose; two of very few little boats competing this year; premature pole set on an Olson 30; 'Petard', 'Raptor' and 'Astra' on the breeze; a pair of F-24s at Yellow Bluff; 'Bay Loon' chases a trio of Tuna 35s. All photos Latitude/rob & jr.

Bennett, and Matt Wackowitz.

Genuine Risk, named after the famous Kentucky Derby winner, will debut in July's Port Huron-Mac and Chicago-Mac races. After that, it will be shipped from Baltimore to the Med for September's Maxi Worlds in Sardinia, her first encounter with *Pyewacket* (*Morning Glory* will skip that regatta in favor of the Farr

40 Worlds). Then, it's on to Malta for the Middle Sea Race. The 2005 schedule isn't firmed up yet, but likely races include the Pineapple Cup, the Caribbean circuit, and the TransAtlantic Race or possibly the TransPac.

Ensenada Race

After back-to-back record-breaking

years, we figured the 450-some boats in NOSA's 57th Tommy Bahama Newport to Ensenada Race were way overdue for a drifter. The 125-mile race, which began off Newport Beach at noon on Friday, April 23, actually turned out to be a relatively pleasant one, sailed in light to moderate winds, flat water and clear skies. Though 65 of the smaller boats ultimately dropped out, it could have been (and has been) a lot worse.

Though no records fell, it was a good

THE RACING

year for two big boats whose names begin with 'A'. Bill Gibbs' 52-foot catamaran *Afterburner* was the first boat into Ensenada for the third year in a row, hitting 25 knots a few times en route to posting their personal best time of 9 hours, 56 minutes. Though that didn't remotely threaten the multihull record (6 hours, 46 minutes, set by Steve Fossett's *Stars & Stripes* in '98), it did yield *Afterburner* an improbable six trophies, including first in fleet overall. Joining Gibbs on the winning outing were Mark Michaelsen (tactician), Don Meifert, Mark McNulty, Vincent Schmitt, and Mike Dobbs.

Alchemy, Dick and Mary Compton's water-ballasted Andrews 77, was second to finish, three hours behind *Afterburner* and ten minutes ahead of Doug Baker's new *Magnitude 80*. Their time of 13 hours, 19 minutes was also well off the monohull record set last year by *Pyewacket* (10 hours, 44 minutes), but it was good enough to win class and overall ULDB honors on corrected time.

Class results and special awards are listed below. Surf to www.nosa.org for full results.

ULDB-A — 1) *Alchemy*, Andrew 77, Dick & Mary Compton; 2) *Grand Illusion*, SC 70, Ed McDowell; 3) *Medicine Man*, Andrews 61, Bob Lane. (12 boats)

ULDB-B — 1) *Wildcat*, Cheetah 30, John Staff;

Anderson; 2) *Adrenalin*, SC 50 mod., David Clark; 3) *Paddy Wagon*, Ross 40, Richard Mainland. (18 boats)

PHRF-B — 1) *Doctor No*, J/120, Jed Olenick; 2) *Patriot*, J/44, Paul Stemler; 3) *C.C. Rider*, J/120, Chuck Nichols. (15 boats)

PHRF-C — 1) *Belly Dancer*, J/105, Art McMillan; 2) *Fast Chance*, Express 37, Steve Brown; 3) *Scavenger*, R/P 42, Bill Taylor. (20 boats)

PHRF-D — 1) *Whiplash*, Schock 35, Ray Godwin; 2) *Shillelagh*, Schock 35, Charlie Crallino; 3) *Cheap Sunglasses*, Soverel 33, John Eldredge. (17 boats)

PHRF-E — 1) *DnA*, J/80, Dave Hammett; 2) *Puka Wai*, J/92, Max Rosenberg; 3) *Blackadder*, J/27, David Cattle. (16 boats)

PHRF-F — 1) *Willpower*, Peterson 42, Kim Ingram; 2) *Austin*, Beneteau 40.7, Brian Ganz; 3) *Salty Dog*, Chn 46, Dennis Dalessio. (29 boats)

PHRF-G — 1) *Gypsy*, Columbia 52, Steve Washburn; 2) *Freebird*, NY 40, Mike & Justin Mellin; 3) *Abba-Zaba-Dad*, J/35, Bob Walker. (29 boats)

PHRF-H — 1) *Day Tripper II*, Hunter 40, Andy Horning; 2) *Bastante*, Beneteau 405f, Marty Blackwater; 3) *Pioneiro*, Pearson 530, William Lynne. (17 boats)

PHRF-I — 1) *Andale*, Cal 32, Ed Lorence; 2) *Radiant*, Cal 40, Fin Beven; 3) *Starckweather*, Beneteau 35s, Graham Forsyth. (29 boats)

PHRF-J — 1) *Campaign II*, C&C 34, James Devling; 2) *Bligh's Spirit*, Cal 36, Ludlow Butler; 3) *Campbell's Sloop*, Catalina 34, Campbell/Merriman/Wynn. (20 boats)

PHRF-K — 1) *Elusive*, Columbia 30, Bill Pickett; 2) *Puff*, Hunter 31, David Webb; 3) *Bolero*, Ranger 33, Roy Mumma. (30 boats)

PHRF-L — 1) *Caliban*, Cal 25, Ted Zellmer; 2)

(25 boats)

ANCIENT MARINERS — 1) *Samarang*, 53' schooner, Ernie Minney; 2) *Curlew*, 82' schooner, Robert Harrison. (7 boats)

CRUZ-SA (spinnaker) — 1) *Blind Date*, Morgan 38-3, Al Schoneberger; 2) *Sheegor*, Catalina 42, Paul Kuslits; 3) *New Orca*, Ericson 39, James Whiting. (15 boats)

CRUZ-SB — 1) *Day Dream*, Pearson 323, Stewart Wright; 2) *Faith*, Islander 36, James Burbidge; 3) *Leading Lady*, Cal 31, Per Curtiss. (19 boats)

CRUZ-GA (gennaker) — 1) *Marley's Ghost*, Catalina 422, Gerard Douglas; 2) *Karlisma*, Catalina 421, Peter Bretshger; 3) *Recess*, Catalina 380, Dave Gerhand. (24 boats)

CRUZ-GB — 1) *Hele Mai*, SBR 30-II, Keith Robertson; 2) *Piacere*, Hunter 36, Michael Lannen; 3) *Journey*, Isl 41 FPT, Bill Hopkins. (36 boats)

CRUZ-NA (non-spinnaker) — 1) *Comp Time*, Hunter 40, Ken Silver; 2) *Infinitus*, Hunter 40.5, Leo Lynne; 3) *Bajavento*, Beneteau 463, Ignacio Felix-Cota. (16 boats)

CRUZ-NB — 1) *Dolphin*, Westsail 32, Ian McGraw; 2) *Coeur D'Or*, Cal 35 Mk. II, Doug Gardner; 3) *Fair Havens*, Newport 28, Dave Griffin. (23 boats)

ULDB overall — *Alchemy*, Andrews 77, Dick & Mary Compton.

PHRF overall — *Campaign II*, C&C 34, James Devling.

First to finish (ORCA) — *Afterburner*, 52-ft cat, William Gibbs.

First to finish (ULDB) — *Alchemy*, Andrews 77, Dick & Mary Compton.

First to finish (PHRF) — *Velos*, Tanton 73, Kjeld Hestehave.

Top Mexican boat — *Bajavento*, Beneteau 463, Ignacio Felix-Cota.

Top all-women boat — *Campbell's Sloop*, Catalina 34, Campbell et. al.

Top doublehanded — *Red Stripe*, Sonoma 30, Josh Dean.

Worst corrected time — *Mermaid*, Beneteau 400, Allison Osinski.

YC with most entries — Dana Point YC, 31.

YC with most trophies — PBYC, 5.

Melges 24 Nationals

Though it didn't quite compare to the 68-boat Melges 24 Worlds on the Bay last October, the Santa Cruz YC-hosted Melges 24 Nationals on May 6-8 were a big hit. Twenty-five Melges teams showed up for the 9-race, 1-throwout regatta, which was sailed in the full gamut of Santa Cruz conditions.

Joe Fly, sailed by Italian pro sailor Luca Santella, with tactics by Vince Brun, led the regatta wire-to-wire with a 1,1,3,1,1,2,1,7,(26) record. The wind got progressively higher each day, and was howling at 25+ by Sunday's third and final race. With boats, sails and crews unraveling all around them, *Joe Fly* opted to withdraw from the race, having

Warp speed — Bill Gibbs' 52-foot cat *'Afterburner'* cleaned up in this year's Ensenada Race, taking home six trophies.

Bon Vivant, Catalina 30, Richard Caselli; 3) *Pisces*, Catalina 30, Michael Roll. (13 boats)

ORCA (multihull) — 1) *Afterburner*, 52' cat, William Gibbs; 2) *Tyger Tyger*, Viva 27, Geoff Deutschmann; 3) *3-D*, 'Consair', Stephen Rasak.

2) *Rattle & Hum*, Antrim 27, Barry & Sue Senescu. (7 boats)

ULDB-C — 1) *Eclipse*, CM 1200, Tim & Karen Batcher; 2) *Illusion*, Farr 395, Chuck Brewer; 3) *Bull*, Sydney 40, Seth Radow. (13 boats)

ULDB-D — 1) *Oooh La La*, 'Spts 29', Eric Kaltenbach. (5 boats)

PHRF-A — 1) *Chicken Little*, SC 50, Bruce



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BOB GRIESER

mathematically already sewn up the series. The *Joe Fly* crew, currently the top-ranked European Melges program, is sponsored by the Italian clothing line of the same name and also competes in Mumm 30s and Farr 40s.

Sheldon Ecklund's Wisconsin-based *Tickler* won the nuclear finale to move into second over Bruce Ayre's *Monsoon*. Ecklund sailed with the full Melges factory team — brothers Hans and Harry Melges and Andy Burdick. The top Bay Area boat, in fourth, was Philippe Kahn's *Pegasus 575*, with Morgan Larson calling tactics. The reigning world champion, 14-year-old Shark Kahn, had a rough regatta, taking a costly DSQ in race four and ultimately finishing seventh.

"Santa Cruz YC did a tremendous job," noted competitor Don Jesberg, who was sixth with *Ego*. "Luca spent a week practicing here before the regatta, and deserved to win. The competition was incredible, even though the fleet was rather small. Maybe the regatta was held too early in the year for some people?"

MELGES 24 NATIONALS (May 6-8) — 1) *Joe Fly*, Luca Santella/Giovanni Maspero, ITA, 17 points; 2) *Tickler*, Sheldon Ecklund, 26; 3) *Monsoon*, Bruce Ayres, 28; 4) *Pegasus 575*, Philippe Kahn, 34; 5) *Gill*, Simon & Quentin Stauss, GBR, 36; 6) *Ego*, Don Jesberg, 45; 7) *Pegasus 492*, Shark Kahn, 50; 8) *Average White Boat*, Doug Weitz, 58; 9) *Eric*, Martin Wedge, GBR, 76; 10) *Sofa King Fast*, Bret Gripenstraw/Dennis Bassano, 85; 11) *Grinder*, Jeff Littfin, 90; 12) *#525*, Bill Wright/Tim Kay, 93; 13) *Enigma*, Hubert Guy, 94; 14) *Surfeit*, Peter Vessella/David Wadbrook, 94; 15) *Light Brigade*, Warren Davidson, 102. (25 boats)

SoCal Update

As usual, many of the boats heading north after the Ensenada Race stuck around San Diego for the following

'Crocodile Rock' won the Leukemia Cup after donating \$8,000 to the cause. In this case, 'buying the trophy' is a good thing!

weekend's Yachting Cup. Held on May 1-2, the regatta attracted 118 boats in 14 classes. "It was really well-run and had great sailing conditions — 12 to 20 knots of water and smooth seas," noted Dave Ullman, who rates this regatta in the top three of Southern California sailing events.

The fun weekend started with the low-key Leukemia Cup, a Friday evening race to benefit the charity of the same name. In this race, a skipper can 'buy' a better rating by donating money to the cause — which explains how the Farr 40 *Crocodile Rock* boosted their rating up to 99 and the J/105 *Nemesis* to 146. Over \$66,000 was raised for the local Leukemia Society, with *Crocodile Rock* accounting for \$8,000, *Nemesis* for \$6,500, and Dale Fry of the IACC 70 *Abracadabra* (which didn't sail) raising a remarkable \$24,500.

"We reached out to the sailing community, and they really responded this year," noted weekend chairperson Karen Yingling. "We had more boats sailing in the Leukemia Cup than usual, and — thanks to a great group of volunteers who started early and kept at it — raised more money than ever before."

Two weekends later, on May 15-16, the Southwestern YC hosted the 91st San Diego Sir Thomas Lipton Challenge Cup in J/105s. Balboa YC, led by skip-

per Jack Franco, put together a 4,1,3,3,3,1 record to win the Cup fairly comfortably over Coronado YC. Crewing for Franco were Dave Ullman (tactician), Ed Cummings (owner), Alan Andrews, Greg Newman, and Carson Reynolds.

"It was a good, tough regatta against some of the best sailors in Southern California," noted Andrews. "We seemed to have a little speed edge, but with one-mile legs, it was still hard sailing. The key was sailing consistently, and avoiding the one really bad race."

Concurrently that weekend, California YC hosted the Farr 40s at the annual California Cup. John Kilroy's familiar *Samba Pa Ti*, with Jeff Madrigali calling tactics, pounded the nine-boat fleet.

LEUKEMIA CUP (SDYC: April 30; 1 race):

CLASS I — 1) *Crocodile Rock*, Farr 40, Alex Geremia/Scott Harris; 2) *Kill-A-Watt*, 1D-35, David Rillie; 3) *Staghound*, R/P 50, Alec Oberschmidt. (11 boats)

CLASS II — 1) *Wiki Wiki*, Beneteau 40.7, Mike Honeysett; 2) *Piranha*, Schock 35, David Voss; 3) *Caper*, J/120, John Laun. (10 boats)

CLASS III — 1) *Nemesis*, J/105, Geoff Longnecker; 2) *Puka Wai*, J/92, Max Rosenberg; 3) *Javelin*, J/105, Doug & Pam Werner; 4) *Kanzeon*, J/105, Jeff Brown. (15 boats)

YACHTING CUP (SDYC: May 1-2; 5 races):

1D-35 — 1) *Tabasco*, John Wylie, 9 points; 2) *Great Sensation*, 1D-35, Mario Yovkov, 12. (6 boats)

BENETEAU 40.7 — 1) *Wiki Wiki*, Mike Honeysett, 8 points; 2) *Silhouette*, Warren & Saskia Gross, 8. (5 boats)

J/120 — 1) *Tama Jama*, Steve & Tama Harris, 12 points; 2) *Caper*, John Laun, 15; 3) *Doctor No*, Jed Olenick, 17. (9 boats)

J/105 — 1) *Wings*, Dennis & Sharon Case, 23 points; 2) *Bold Forbes*, Ed Cummins, 25; 3) *Short Skirt*, Peter Lufkin, 28; 4) *Beowulf*, Kent Harman, 33; 5) *Nemesis*, Geoff Longnecker, 41; 6) *Invisible*, Rip Carruthers, 42; 7) *Chile Pepper*, John Downing, 44. (27 boats)

BENETEAU 36.7 — 1) *Aimant de Fille*, Steve Ernest, 10 points; 2) *Kea*, Chick & Alexis Pyle, 13. (6 boats)

J/109 — 1) *Sheklinah*, Jim & Lori Thompson, 6 points; 2) *Conundrum*, Chuck Myers, 9. (4 boats)

J/35 — 1) *Z Force*, Herb Zoehrer, 6 points; 2) *Predator*, Troy Ewens, 9. (4 boats)

SCHOCK 35 — 1) *Piranha*, David Voss, 9 points; 2) *Whiplash*, Ray Godwin, 12; 3) *Ripple*, Jeff Janov, 13; 4) *Joann*, Steve Murphy, 29. (11 boats)

PHRF-I — 1) *Mongoose*, SC 70, Bob Saielli/Gary Weisman, 9 points; 2) *Staghound*, R/P 50, Alec Oberschmidt/Dave Ullman, 15; 3) *Chayah*, 1D-



Megli buddies Morgan Larson (*'Pegasus 575'*) and Nationals winner Luca Santella (*'Joe Fly'*).

LATITUDE ARCHIVES

RACING SHEET

48, Oscar Krinsky, 21. (7 boats)

PHRF-II — 1) **Arana**, Dencho 50, John Carroll, 8 points; 2) **Vim**, N/M 43, Brian & Suzanne Hull, 10; 3) **High 5**, Farr IMS 40, Ross Ritto, 17. (8 boats)

PHRF-III — 1) **Defiance**, B-32, Scott Taylor, 8 points; 2) **Wildcat**, Cheetah 30, John Staff, 14; 3) **Restless**, Schock 35, Freeland/Kieding, 17; 4) **Iota**, B-32, Donald Prince, 17.5. (13 boats)

PHRF-IV — 1) **El Sueno**, Beneteau 40.7, Brad Alberts, 11 points; 2) **Voodoo**, Tripp 40, John McBrearty, 13; 3) **Coup D'Tat**, Beneteau 47.7, Elsasser/Brown, 17. (11 boats)

PHRF-Va — 1) **Puka Wai**, J/92, Max Rosenberg, 8 points; 2) **Hot Rum**, CF-33, Albert Castillon, 11. (5 boats)

PHRF-Vb — 1) **Cardinal Sin**, 'Chaser', Dave & Barbara Rustigian, 6 points. (2 boats)

Full results — www.sdy.org

LIPTON CUP (SWYC; May 15-16; 7 races):

1) **Balboa YC**, *Bold Forbes*, Ed Cummins/Jack Franco, 18 points; 2) **Coronado YC**, *Quicksilver*, Chris Guild/Willem Van Waay, 23; 3) **Southwestern YC**, *Nemesis*, Stewart Cannon/Geoff Longnecker, 30; 4) **Alamitos Bay YC**, *Flamboyant*, Steve Flam, 30; 5) **San Diego YC**, *Invisible*, Tom Carruthers/Brad Rodi, 42; 6) **Santa Barbara YC**, *Repeat Offender*, Larry Harteck, 43; 7) **Long Beach YC**, *Indigo*, Scott Birnberg, 49; 8) **Newport Harbor YC**, *Ancara*, Scott Mason, 55; 9) **Lido Isle YC**, *Legacy*, Brian & Betsey Dougherty, 56; 10) **Dana Point YC**, *Pendragon*, Sonny Gibson, 60; 11) **Santa Barbara SC**, *Joie De Vivre*, Jim Moore, 80; 12) **Tyron SC**, *Beowulf*, Peter Allen, 89. (12 J/105s)

CAL CUP (California YC; May 14-16, 8 races):

1) **Samba Pa Ti**, John Kilroy/Jeff Madrigali, 17 points; 2) **Crocodile Rock**, Alex Geremia/Scott Harris/Vince Brun, 26; 3) **Groovederci**, Deeneen Demourkas/Stu Bannatyne, 35; 4) **Pegasus**, Philippe Kahn/Morgan Larson, 36; 5) **Persephone**, Jack Woodhull/Ben Mitchell, 41; 6) **Pendragon 5**, John MacLaurin/Kimo Worthington, 43; 7) **Temptress**, Alan Field/Rick Merriman, 46; 8) **Slingshot**, Chuck Parrish/George Szabo, 47; 9) **Farr Out**, Stanley Stalford/John Roberts, 69. (9 Farr 40s)

Winning crew — John Kilroy, Jeff Madrigali, Jeff Reynolds, Eric Arndt, Grant Lorentz, Will Stout, Justin Smart, Jim Barton, Oliver Davis.

Antigua Sailing Week

The 37th Antigua Sailing Week, the annual grand finale of the Caribbean spring racing circuit, was held in glorious conditions on April 25-May 1. An even 200 boats competed in 16 classes, with 24 different countries represented. For most of the fleet, including the 85 bareboats and most of the record 28 Swans entered, the seven-race series is always more about partying than serious racing.

The 'real' racing occurred among the 37 boats sailing in the four racing divisions. Headlining this year's show were the maxZ86 twins, *Morning Glory* and *Pyewacket*, and the 140-foot behemoth *Mari-Cha IV*. Hasso Plattner's *Morning Glory*, with Dee Smith calling tactics, won four of the races en route to winning the

big boat class, as well the Lord Nelson Trophy for best overall performance and the *Ricochet Cup* for top American boat. *Morning Glory* is now 2-for-2, having previously won March's Heineken Regatta in its debut.

Titan XII ended up second, winning the three-legged Caribbean Big Boat Series (Heineken, BVI Spring, Antigua) in the process. *Pyewacket* slipped to third on a tiebreaker (*Titan* had two bullets, *Pyewacket* just one). "We had a frustrating regatta," allowed *Pyewacket* trimmer Scott Easom. "Just about everything that could go wrong, did. We're as fast as *Morning Glory*, but didn't sail as well." *Mari-Cha*, which was never intended for buoy racing, ended up sixth in class.

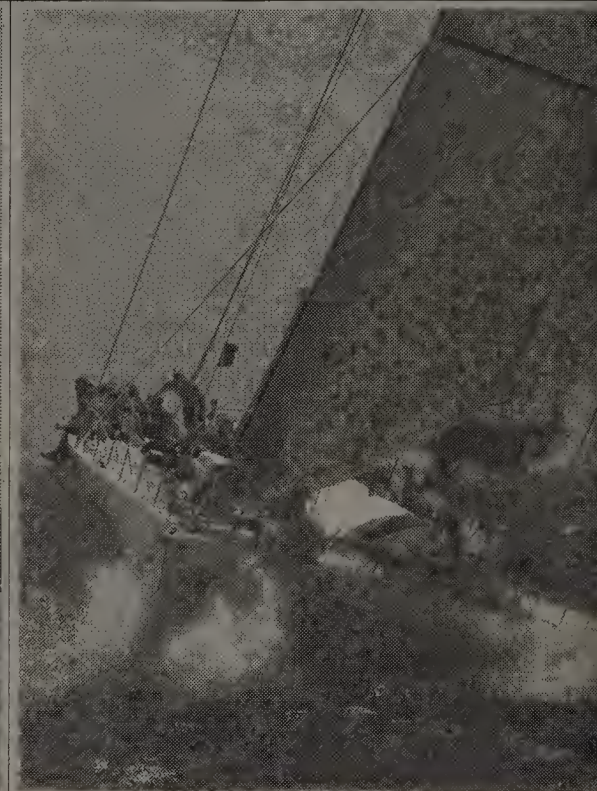
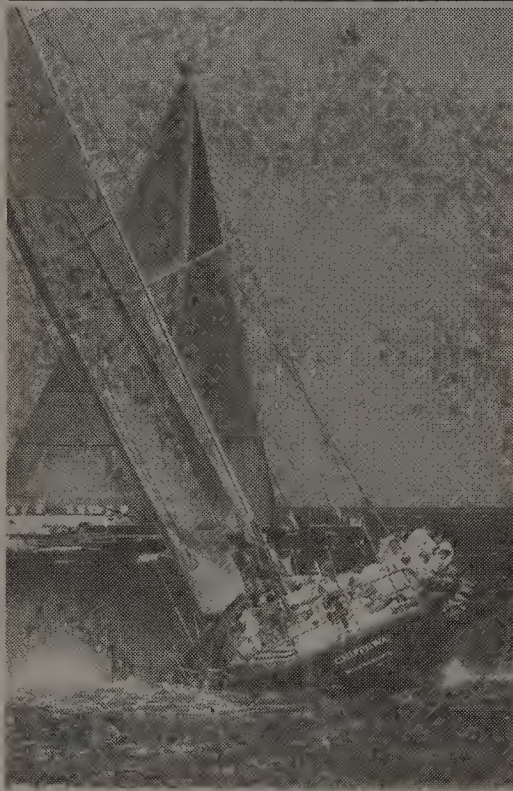
Clay Deutsch's impressive Swan 68 *Chippewa* took Racing-II in a squeaker

over *Aspiration*. Likewise, Roger and Isobel Sturgeon's invincible R/P TP-52 *Rosebud* — with Californians Jack Halterman (driver), Kevin Miller (tactician), Malcolm Park (main), and Brent Ruhne (jib) among the crew — won Racing-III by a single point over rival *Aera*. The Trinidad-based Beneteau First 10 *Guardian Star* had an easier time of it in Racing-IV, aka 'The Caribbean Class', winning by a second-point margin.

For complete results, press releases, and lots of great action photos, check out www.sailingweek.com. Next year's ASW is scheduled for April 24-30.

RACING I — 1) **Morning Glory**, maxZ86, Hasso Plattner, USA, 10 points; 2) **Titan XII**, R/P 75, Tom Hill, PUR, 16; 3) **Pyewacket**, maxZ86, Roy Disney, USA, 16. (8 boats)

RACING II — 1) **Chippewa**, Swan 68, Clay





Big Boats at Antigua Sailing Week, left page — Division I and overall winner 'Morning Glory', the mighty 'Mari-Cha IV'; and Division II winner 'Chippewa'. This page, clockwise from upper left — Mike Slade steers his 'Leopard of London'; 'Titan' passes 'Spirit of Mertice'; 'Leopard of London'; 'Atalanta II'; 'Equation'; and a trio of Racer/Cruisers. All photos Latitude/richard.

Deutsch, USA, 13 points; 2) **Aspiration**, Swan 86, Alex Hoffman, SUI, 14; 3) **Starr Trail**, Farr 72, Robert Mulderig, BER, 30. (12 boats)

RACING III — 1) **Rosebud**, R/P TP-52, Roger & Isobel Sturgeon, USA, 16 points; 2) **Aera**, Ker 55, Nick Lykiardopulo, GBR, 17; 3) **Lolita**, Swan 56, Frank Savage, USA, 21. (8 boats)

RACING IV — 1) **Guardian Star**, Beneteau First 10, Peter Knox, TRI, 13 points; 2) **Legacy**, Soverel 43, Doug Myers, TRI, 20; 3) **Caccia Alla Volpe**, Vallicelli 44, Carlo Falcone, ANT, 26. (9 boats)

Box Scores

Where would we be without this handy little section of the magazine called *Box Scores*? Probably in the loony bin, as there's way more racing going on

than we can possibly cover. Here are quick reports on various other regattas which occurred last month:

ALAMEDA INTERCLUB #2 (AYC: May 8)

FLEET 1 (< 174) — 1) **Uno**, WylieCat 30, Steve Wanner; 2) **Wind Dragon**, Catalina 34, Dave Davis. (5 boats)

FLEET II (Fat 30s) — 1) **Spindrifter**, Tartan 30, Paul Skabo; 2) **Lelo Too**, Tartan 30, Emile Carles. (5 boats)

FLEET III (Catalina 34) — 1) **Crew's Nest**, Ray Irvine; 2) **Mottley**, Chris Owen. (5 boats)

FLEET IV (> 186) — 1) **Dominatrix**, Santana 22, Heidi Schmidt. (3 boats)

FLEET V (non-spinny) — 1) **Flotsam**, Yankee One Design, Brad & Geoff Clerk; 2) **Knotty Sweetie**,

C&C 32, G. Johnson; 3) **Free Spirit**, Ericson 32-2, Gary Barker. (7 boats)

MULTIHULL — 1) **Three Sigma**, F-27, Chris Harvey; 2) **Prime Directive**, F-31, Dave Gilman. (5 boats)

MULTIHULL (non-spinny) — 1) **Mood Indigo**, Gemini, Rich Kerbavaz. (2 boats)

Full results — www.oaklandyacht-club.com

SBYRA SUMMER #2 (OPYC: May 15; 6.2 miles):

DIV. A — 1) **Windwalker**, Jeanneau 36, Jim Benson; 2) **Barking Spider**, Tartan Ten, Mike Kearney. (6 boats)

DIV. B (Masters) — 1) **Mist**, Beneteau 38, Robert Hu; 2) **Fermanagh**, O'Day 34, Frank Johnson. (4 boats)

DIV. C (non-spinnaker) — 1) **Arae**, Ericson 30+, James Wilson; 2) **Spirit**, Catalina 27, John Thiele. (4 boats)

DIV. D (Masters, non-spinnaker) — 1) **Dolphin**, Cal 2-30, Robert Young. (2 boats)

Full results — <http://home.comcast.net/~sbyra>

THE RACING

MOORE 24 PCCs (SCYC: May 1-2):

1) **Fatuity**, Dave Hodges, 7 points; 2) **Eclipse**, Brad Butler, 12; 3) **Mooregasm**, Bassano/Josselyn/Niles, 24; 4) **Moore Beer**, Scott Sorensen, 27; 5) **Mercedes**, Joel Verutti, 28; 6) **Par amour**, Rowan Fennell, 35; 7) **Hold My Willie**, McBurney/Breen, 35; 8) **Sparrowhawk**, Vaughn Seifers, 38; 9) **Wet Spot**, Michael O'Callaghan, 55; 10) **Mooragami**, John Siegel, 55. (17 boats; 7 races; 1 throwout)

Winning crew — Dave Hodges, Bill Keller, Doug Kirk, Jeff Wiess.

KONOCTI CUP (Clear Lake: KBSC: Apr. 24):

DIV. I — 1) **No Cat Hare**, Catalina 22, Don Hare; 2) **Migration**, Catalina 25, Chuck Herman; 3) **Kwazy**, Wylie Wabbit, Colin Moore; 4) **Family Hour**, Olson 30, Bilafer Family; 5) **Way Cool**, Capri 26, Tom Davies. (19 boats; 18 miles)

DIV. II — 1) **Lil' Bit**, Ranger 23, Bill Gibbons; 2) **Williwa**, Ranger 23-TM, Wayne Hallenbeck; 3) **Lusty**, Balboa 26, Ray Proffitt; 4) **Wumps**, Ranger 23-TM, Magnus King; 5) **Beats Working**, O'Day 27-2, Mark Weber. (14 boats; 13 miles)

COMMODORES CHALLENGE (EYC: 5/8: 3 races):

1) **Jeannette**, Tartan Ten, Mark Salmon, Berkeley YC, 3 points; 2) **Tapdance**, Pearson 37, Jim Hachman, Stockton SC, 7; 3) **Marrakesh**, Express 34, Gail Yando, Richmond YC, 9; 4) **Heatwave**, C&C



Family fun at the Elite Keel Regatta — IOD winners Jim and Shawn Davies (front row), Tate and Tad Lacey, and Jenny and Evan Dailey.

99, Les Raos, EYC, 11. (4 boats)

Winning crew — Mark Salmon (skipper), Nick Mason (tactics), Henry King (owner), Aaron Lee, Tom Nemeth, John Danielson, Ingrid Liebold, Ian O'Leary, Phill Mai.

SPRING ONE DESIGN #2 (SCYC: May 15):

OLSON 30 — 1) **Capital Affair**, John Buchanan, 3 points; 2) **Warpath**, Borastan/Gilliam, 7. (4 boats; 3 races)

SC 27 — 1) **Racer X**, Mark Schipper, 4 points;

2) **Jersey Girl**, John Kim, 5. (8 boats; 3 races)

MELGES 24 — 1) **Minor Threat**, Peter Dalton, 3 points. (3 boats; 3 races)

MOORE 24 — 1) **Wildfire**, Howard Ruderman, 4 points; 2) **Tranya**, Colleen Maxwell, 6. (5 boats; 3 races)

SANTANA 22 — 1) **Tara**, Oscar Pritchard, 3 points; 2) **Insanity Cruz**, Mark Langer, 4. (6 boats; 2 races)

COLLEGE RANKINGS (as of 5/11):

COED — 1) St. Mary's; 2) Harvard; 3) Hawaii; 4) Dartmouth; 5) **USC**; 6) Hobart/Wm. Smith; 7) Tufts; 8) Georgetown; 9) **Stanford**; 10) Brown; 11) **UC Irvine**; 12) Yale; 13) Kings Point; 14) Boston College; 15) **Univ. of Washington**; 16) Old Dominion; 17) Charleston; 18) URI; 19) Navy; 20) Texas A&M.

WOMEN — 1) Harvard; 2) Yale; 3) Charleston; 4) Old Dominion; 5) Dartmouth; 6) Georgetown; 7) **Hawaii**; 8) Navy; 9) Tufts; 10) **Stanford**; 11) Conn. College; 12) **USC**; 13) Boston College; 14) **UC Irvine**; 15) Hobart/Wm. Smith.

SPRING SCORE/DDB #2 (SCYC: May 16):

SCORE — 1) **Natazak**, SC 52, Steve Williams; 2) **Sweet Jane**, J/90, Trevor Baylis; 3) **Animal**,

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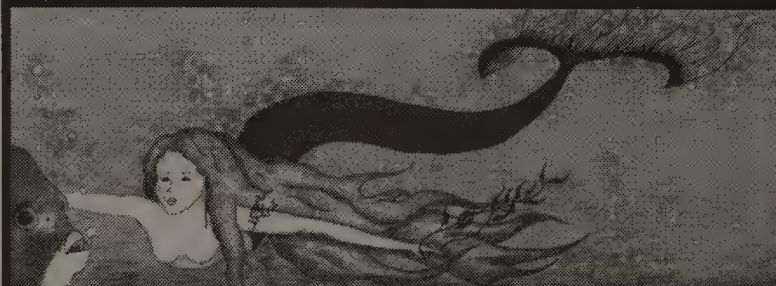
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Sydney 38, Akrop/French/Lezin. (7 boats)

DOUBLEHANDED — 1) **Wildfire**, Moore 24, Howard Ruderman; 2) **Sirena**, Olson 30, John Martinelli. (4 boats)

J/105 REGATTA (StFYC: May 15-16: 5 races):

1) **Good Timin'**, Perkins/Wilson, 7 points; 2) **Nantucket Sleighride**, Peter Wagner, 17; 3) **Arbitrage**, Bruce Stone, 26; 4) **Tiburon**, Steve Stroub, 30; 5) **Windance**, Littfin/Pugh, 34; 6) **Aquavit**, Tim Russell, 37; 7) **Orion**, Gary Kneeland, 48; 8) **Charade**, Tom Coates, 50; 9) **Advantage 3**, Will & Pat Benedict, 51; 10) **Hazardous Waste**, Cihak/Sack/Youngling, 56; 11) **Jabberwocky**, Vaughan/Reyff, 59; 12) **Streaker**, Ron Anderson, 62. (25 boats; www.stfyc.com)

Winning crew — Chris Perkins (driver), Phil Perkins, Dave Wilson, John Collins, Aimee Leroy, Darren Ward.

ELITE KEEL (SFYC: May 15-16: 5 races)

ETCHELLS — 1) **Duke of Duxberry**, Peter Duncan/Bill Barton/Tom Blackwell, 15 points; 2) **#897**, Tim Wells, 23; 3) **White Jacket**, John Sutak, 28; 4) **Agent Smith**, Jim, Chris & Bob Gregory, 30;



LATITUDE/ROB

Drops of 'Jupiter' — J/105s continue to actively support our Bay Area sailmakers. See 'Box Scores' for results of the StFYC J/105 Regatta.

5) **Mahalaga**, Peter Vessella, 34; 6) **#1091**, Jeff Mosely, 43; 7) **AARP**, Vern Neff/Myron Erickson, 43; 8) **#905**, Wayne Clough, 47; 9) **Julia**, Rick Kalser, 48. (20 boats)

EXPRESS 37 — 1) **Bullet**, Brenden Busch, 9 points; 2) **Expeditious**, Bartz Schneider, 12; 3) **Eclipse**, Mark Dowdy, 14. (6 boats)

IOD — 1) **#100**, Tad Lacey/Evan Dailey, 7 points; 2) **#88**, Rich Pearce, 14; 3) **La Paloma**, Jim Hennefer, 15. (6 boats)

MELGES 24 — 1) **#525**, Bill Wright, 15 points; 2) **Sea Ya**, Adam Spiegel, 15; 3) **Tinseltown Re-**

bellon, Cain Lewis, 17. (7 boats)
J/24 — 1) **Woof**, Alan McNab, 11 points; 2) **TMC Racing**, Michael Whitfield, 14; 3) **Casual Contact**, Edward Walker, 20; 4) **Blue-J**, Brian Mullen, 22; 5) **Raging Debate**, C. Press/J. Yares, 24; 6) **Cool Breeze**, Doug Nugent, 24. (13 boats)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 4 points; 2) **Nordic Belle**, Eric Kalser, 8. (5 boats; 4 races)

Full results — www.stfyc.org

HDA 'SEASON OPENER' (SYC: May 15: 2 races):

HDA-G (< 99) — 1) **Astra**, Farr 40, Mary Coleman, 3 points; 2) **MIntaka 4**, Farr 38, Gerry Brown, 6; 3) **Mistral**, Beneteau 36.7, Ed Durbin, 7. (10 boats)

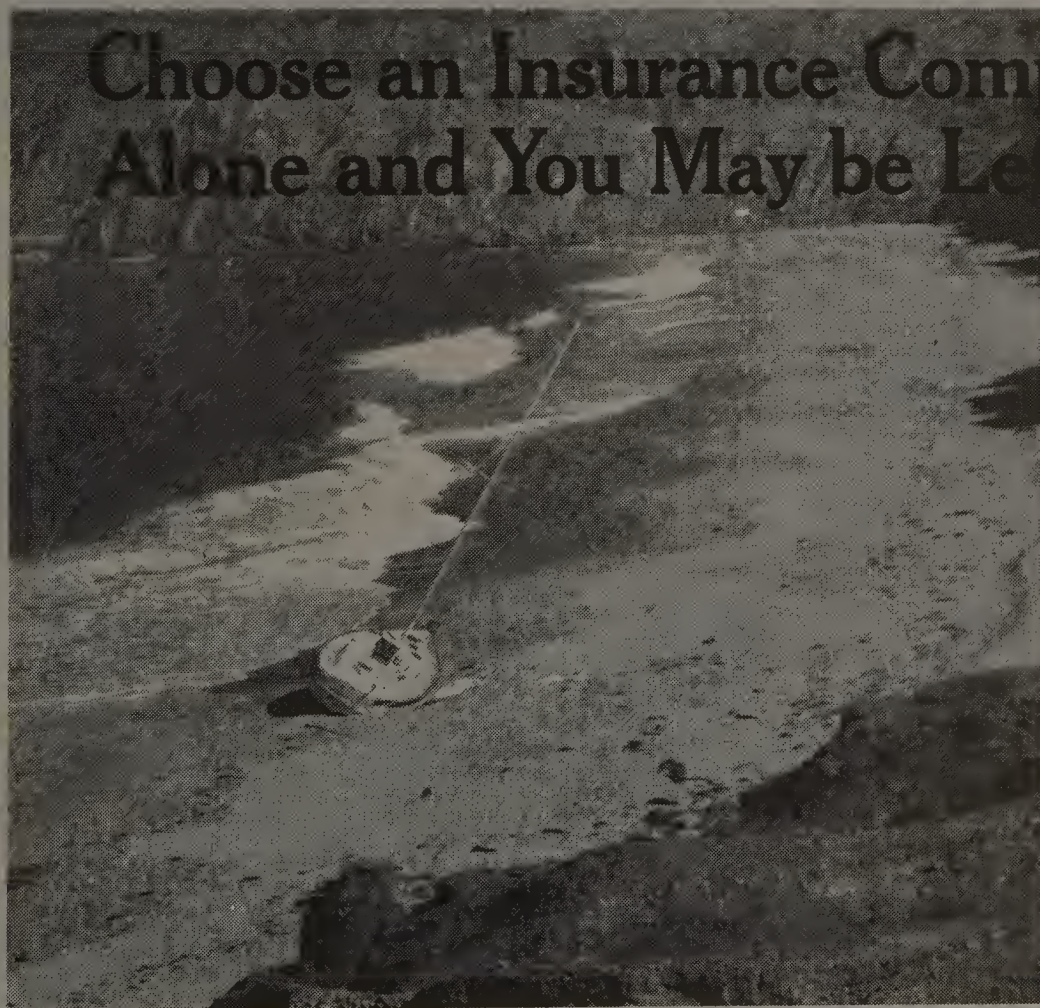
HDA-J (101-135) — 1) (tie) **Silkye**, WylieCat 30, John Skinner/Steve Seal, and **Dance Away**, Santana 35, Doug Storkovich, 4 points; 3) **Maguro**, Santana 35, Jack Feller, 8. (10 boats)

HDA-K (138-183) — 1) **Encore**, Wylie Gemini Twin, Andy Hall; 2) **The Shadow**, Mull 30, David Walker; 3) **Wuvulu**, IB-30, John New. (8 boats; 1 race)

HDA-M (> 185) — 1) **Mytoy**, Ranger 26, David Adams; 2) **Hippo**, Smith 24, Mark Wommack. (4 boats; 1 race)

IOR WARHORSE — 1) **Great Fun**, Davidson

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THE RACING

50, Stan Glaros, 2 points; 2) **Aleta**, Peterson 46, Keith Brown, 4. (5 boats)

SPORTBOATS — 1) **Family Hour**, Olson 30, The Bilafers, 2 points; 2) (tie) **Stray Cat**, Olson 30, Ken Murney, and **Voodoo Child**, Olson 30, Charles Barry, 6. (8 boats)

SF 30-FOOTERS — 1) **Jeanette**, Tartan Ten, Henry King, 2 points; 2) **Abba-Zaba**, Tartan Ten, Charles Pick, 5. (5 boats)

CORSAIR 24 (multihull) — 1) (tie) **C-Creature**, Phil Medley, and **Origami**, Ross Stein, 3 points. (3 boats)

Full results — www.yra.org

Race Notes

Surfing U.S.A.: The **2004 Pacific Cup** fleet has slipped from a high of 66 boats to 57 as of this writing. If history repeats itself, a few more boats will drop out between now and the five starts (June 28-July 2) — which would make the TransPac (57 boats in '02) bigger than the Pac Cup for the first time in recent memory. All eyes will be on the 140-foot **Mari-Cha IV**, which should pummel *Pyewacket's* 1998 external water-ballasted-assisted record of 6 days, 14 hours, and 22 minutes. They'll start on Friday afternoon, July 2 — a sight

Escort service — **'Steeves'**, a 65-foot custom trawler crewed by Sea Scouts, will be the Communications Vessel for the upcoming Pac Cup.

not to be missed! See www.pacificcup.org for the entry list, crew lists and other details, and tune in next month for our usual race preview and predictions.

Random notes: East Bay sailors **Ben 'The King of Georgia' Mewes** and **Lucie 'Queen of the Cans' Van Breen** are tying the knot on June 12. The royal couple will spend their honeymoon sailing the *Black Soo Mirage*, Ben's other boat, in the doublehanded division of the Pacific



LATITUDE/ROB

Cup! . . . After 62 editions, Florida's legendary midwinter **Southern Ocean Racing Conference (SORC)** has finally thrown in the towel. That's the bad news. The good news is that Peter Craig and his Premiere Racing team (think: Key West RW, North Sails RW) have announced the inaugural **Miami Beach Race Week** on March 10-13. Invited classes at the moment include Farr 40s, Mumm 30s, J/105s,

Melges 24s, J/80s and Etchells.

Sale boats of the month: EYC staff commodore and new J/Boat salesperson Teri Moore and her husband Rob have ordered a **new J/109** (hull #184) for an August 1 delivery. St. Francis YC members Joe and Carol Celentano will also get a J/109 (#194) several weeks after the Moores, bringing the total number of 109s on the Bay up to five. . . The blue Swan 59 **Perseverance**, which sailed out of SFYC, has been sold to Ray Taylor of Newport Beach. . . Arnold

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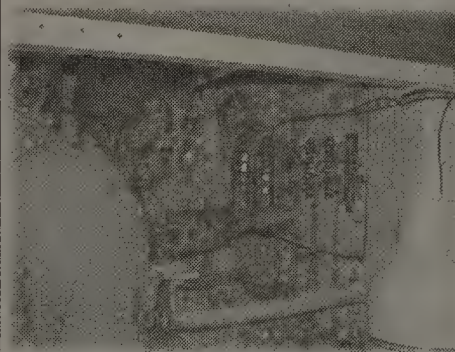
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2004 Coastal Cup Entries*

Vessel	Type	Skipper	Yacht Club
Alchemy	Andrews 77	Dick & Mary Compton	Santa Barbara
Cipango	Andrews 56	Bob & Rob Barton	Golden Gate
Equity Kicker	SC 52	Karsten Mau	South Beach
Andrenalin	SC 50	D. Clark/M. Munson	Newport Harbor
Surfer Girl	SC 50	Mike Travis	Santa Cruz
Emily Carr	SC 50	Ray Minehan	Corinthian
Tivoli	Beneteau 42s7	Judy & Torben Bentsen	Richmond
Wind Dancer	Catalina 42	P.K. Edwards	Ventura
Kitsune	Jeanneau 41	Todd Craig	Folsom Lake
Toute Suite	Beneteau 40.7	Tim Merrill	Benicia
Shaman	Cal 40	Steve Waterloo	Encinal
Desdemona	J/120	John Wilmer	San Francisco
X-Dream	X-119	Steen Moiler	SSS
Showdown	IMX-38	Luna/Meade/McDonald	Amer. Legion
Xpression	O&C 110	Dirk Husseiman	Encinal
Wild Thing	1D-35	Chris Busch	San Diego
Stray Cat Blues	J/35	Bill Parks	Encinal
Bravo Juliet	Hobie 33	Mark Peters	MCYC
Sleeping Dragon	Hobie 33	Mark Halman	Richmond
Fast Twitch	Henderson 30	Evan Rasmussen	Silver Gate
Lotta 'tude	WylieCat 30	Jonathan Bloom	SSS
Uno	WylieCat 30	Steve Wanner	Aeolian
Attack From Mars	Express 27	Brendan Busch	St. Francis
Wetsu	Express 27	Phil Krasner	SSS
Andiamo	SC 27	Mike Warren	CYC

(* as of May 21, 2004)

Zippel, who did the '02 Pac Cup on his Hawkfarm Coyote, has bought Nelson's Marine's demo Sydney 32, which he will race under the name **Relentless**.

The plot thickens: The vague press release begins. "U.S. Sailing has decided to place a moratorium on its participation with the **International Grand Prix Working Party (RWP)** to allow time for wider review of national opinion among U.S. offshore racing interests. In the meantime, the Offshore Racing Congress (ORC) and the Royal Ocean Racing Club (RORC) will continue to work to develop a new international handicap rule for Grand Prix racing boats." What? Shouldn't this 'opinion poll' have been done already?

If we had to guess, we'd say the U.S. didn't like the direction the new rule was heading — and left the table.

Plan ahead: The **StFYC Big Boat Series** (Sept. 16-19), which will be scored under the British-based IRC rule in the

Olympic notes: **Dry Creek Vineyard**, the "sailors' wine," continues to support sailing, most recently by providing wine

handicap divisions, is just three and a half months away. So far, only one boat — John Siegel's Wylie 42 **Scorpio** — has applied for an IRC rating, which doesn't bode well for a large turnout. "Realistically, we expect 10-15 boats to sail in IRC," said race manager **John Craig**. "It's actually a pretty easy rule to understand, and doesn't cost that much for a rating — but there seems to be a lot of confusion and bad information floating around out there." Probably by default, the emphasis on this year's 40th BBS will be on one design. Invited classes presently include TP-52s, SC 52s, Farr 40s, 1D-35s, J/120s, J/105s, Express 37s, and Beneteau 40.7s and 36.7s. See www.rorcrating.com if you want to learn more about IRC.

West Marine

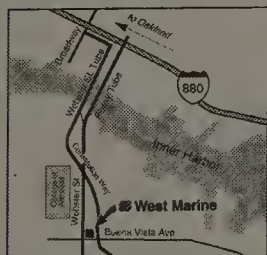
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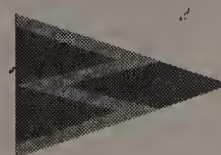
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THE RACING SHEET

for NYYC fundraiser for our Olympic sailors. . . Athens-bound Star sailors **Paul Cayard** and Phil Trinter finished fifth at the Star Worlds in Italy. The event, which got pretty bad reviews, was won by the Swedish team of Freddy Loof and Anders Eckstrom. . . Olympic rep **Mark Mendelblatt** was second at the 145-boat Laser Worlds in Turkey, behind only Brazilian superstar Robert Scheidt — who won the Worlds for a remarkable seventh time! . . . Olympians **Carol Cronin**, Liz Filter and Nancy Haberland finished a close third at the 37-boat Yngling World in Spain behind two Danish teams.

Class acts: The local **Beneteau 36.7** fleet has come a long way in a short time, now up to nine boats with more to come. Seven of the 36.7s race actively, and hopes are high that SoCal boats will augment the local fleet for a 10+ boat fleet in September's Big Boat Series. Next year, the 36.7 NAs may even be held here. Check out their nice website at www.first367sfbay.com for more. . . The latest addition to the TransPac 52 fleet, Makoto Uematsu's Farr-designed, Goetz-built **Esmeralda**, was launched in mid-

DAN NERI



Lookin' good — The Farr TP-52 'Esmeralda' on her first trot around Narragansett Bay.

May in Rhode Island. This is the first of three Farr / Goetz sisterships, with Richard Breeden's *Bright Star* and Michael Brennan's *Sjambok* poised to splash any minute. The latter two boats, along with *Lightwave* (ex-*Alta Vita*) and *Rosebud* will sail in the **Bermuda Race** on June 18. See www.bermudarace.org and www.transpac52.org for all the details.

Use it or lose it: Summer is here, or were you too busy to notice? Be sure to get out and enjoy some or all of the following great sailing events: the **Master Mariners Regatta** (May 29, www.geocities.com/SoHo/8626/), the **Delta Ditch Run** (June 5, www.richmond-yc.org), the **Coastal Cup** to Santa Barbara (June 12, www.encinal.org), and **North Sails Race Week** in Long Beach (June 25-27, www.premiere-racing.com).



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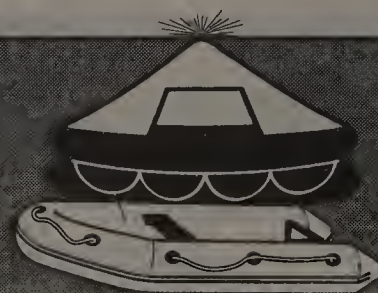
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With reports this month on **The Land and Sea Vacation Concept**, the arguments for **Travel Insurance**, an old salt's tips on **Chartering in Belize** and miscellaneous **Charter Notes**.

Surf & Turf Sailing Options: A Win-Win Strategy for Disparate Couples

The old adage that "opposites attract" proves to be true generation after generation. Remarkably, when men and women who are as different as oil and water 'couple up', the result is often a truly dynamic duo. However, when folks with disparate interests try to plan a vacation, frustrations often occur — i.e. one envisions a sun-kissed tropical sailing charter while the other fantasizes about luxuriating in a five-star spa.

If you find yourself in such a relationship, there is an alternative to simply taking separate vacations: Consider what we like to call the 'surf and turf' option. Here's the concept. As every successful partner knows, compromise is of key importance in any relationship. So why not compromise on your vacation goals too. Agree to spend part of your allotted time aboard a sailboat and part of your time ashore at a waterside resort, a midtown hotel, spa or wherever. As we'll illustrate below, this strategy can work at a wide variety of prime travel destinations, and it's ideal for giving non-sailors — or those reluctant to actually *live* aboard — a low-pressure introduction to the pleasures of yacht chartering.

In the Eastern Caribbean and elsewhere there are waterside resorts that actively market surf and turf packages. Two notable examples are the BVI's Bitter End Yacht Club and Antigua's Club Colonna. The BEYC encourages guests

Sunsail's waterside Club Colonna is a something-for-everyone Caribbean resort. Choose to sail dinghies all day or just lounge by the pool.

to sample bareboat chartering for several days aboard one of their Freedom 30s before or after a few days at that famous sailing-oriented resort. Similarly, Sunsail, which operates the small-boat sailing haven called Club Colonna, is happy to put together a land and sea package using any of the sailboats in the company's Antigua fleet.

Since few bareboat companies have one-week minimums — except perhaps over Christmas and New Years — you could replicate such combo packages virtually anywhere that there's a charter base. Let's look at some particularly enticing examples.

To our way of thinking, exploring the waterways of the Pacific Northwest under sail can't be beat, but there are also plenty of worthwhile things to do in its gateway cities. Both Seattle and Vancouver, B.C., are fascinating urban centers with top-notch nightlife, sporting events, museums and shopping, making them well worth a few days of examination. Both have nearby charter bases that give easy access to the San Juan or Gulf Islands. A delightful alternative is soaking in the classic charm of Victoria, on Vancouver Island, before or after a short charter. For a splurge, book a few nights at the elegant Empress Hotel which overlooks the yacht basin and neighboring islands.

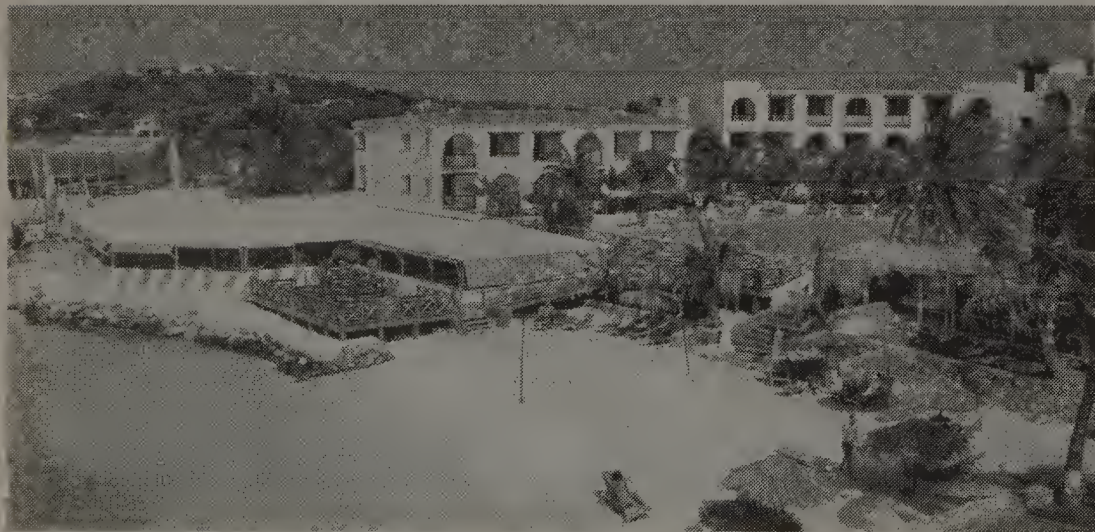
Down in old Mexico, Cabo San Lucas is renowned for its raucous, uninhibited party scene, but after a few nights of howling at the moon, you'll probably be overjoyed to sail out into the Sea of Cortez, escaping to the solitude of serene



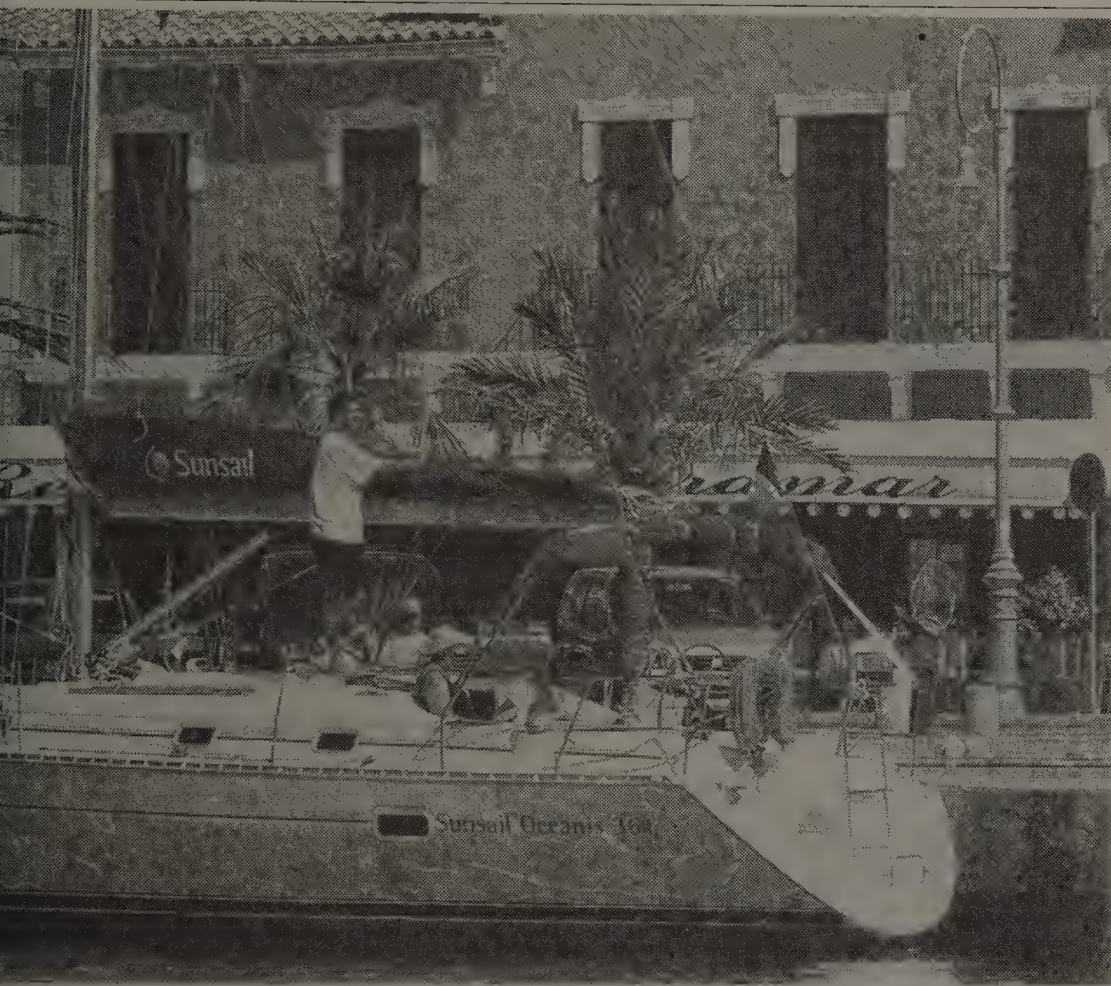
anchorage at uninhabited islands. In contrast to choking down Jello shots in Cabo bars, you'll be snorkeling in clear, warm water or cavorting with seals and dolphins.

The surf and turf principle also applies to first-time charters with kids. If you're reluctant to commit your young recruits to a full week aboard on their first time out, consider a three- or four-day introduction coupled with a family getaway — perhaps to someplace educational. A trip to our nation's capital comes to mind here. After a few days of perusing the Smithsonian and other key D.C. attractions, a short drive down to Annapolis gives access to sailing on the magnificent Chesapeake Bay — the largest estuary in the country. American history comes alive for both young and old as they poke around smartly-maintained pre-revolutionary villages such as Oxford and St. Michaels. On your route there, you'll be sailing the waterways that brought our forefathers to some of the New World's earliest settlements.

For both couples and families with kids, Europe is also ideal for surf and turf combos. Imagine spending a few days in London followed by a stint of harbor-hopping along Scotland's ruggedly beautiful west coast. In France, you could see the sights of Paris, then sail the picturesque Brittany coast or perhaps do some land touring in the South



COURTESY SUNSAIL



COURTESY SUNSAIL

Imagine exploring the historic sites of Madrid or Barcelona, followed by a spin through the Balearic Islands. Both The Moorings and Sunsail have charter bases there.

of France coupled with a few days of sailing out of Nice. Other possible scenarios include coupling a trip to Madrid and/or Barcelona with a sail in Spain's Balearic islands; a sightseeing tour of Rome with a sail in the Lipari Islands; or a land tour of Corsica or Sardinia with a short cruise along their dramatic, rocky coastlines.

Back here in the good old U.S.A. a final option that we dare not neglect to mention — especially if kids are in the picture — is a trip to Orlando, Florida's Disneyworld combined with a few days of sailing along the 'suncoast' out of St. Petersburg.

To our way of thinking, separate vacations — or all-guy/all-girl trips — are okay once in a while, but we much prefer to gently initiate our friends and loved ones into the sailing scene with a surf and turf charter scheme. Once they try it, they invariably thank us, asking, "How come we didn't spend more time on the boat?"

— latitude/aet

Travel Insurance: Can You Afford to Travel Without It?

If you're like us, the mere mention of the word 'insurance' makes your eyes

glaze over. And an intense headache begins to develop in your frontal lobes as you squint to decipher the 5-point type that policies always seem to be written in. That said, we'd be reluctant to drive an uninsured car or race an uninsured boat. Only recently, however, did we realize that virtually all aspects of your vacation investment can be insured for relatively little cost.

Sometimes it takes a kick in the teeth to get our attention. That's about how we felt when we discovered that our favorite musical instrument had been snapped in two during a recent flight to Mexico. As we read the fine print on our ticket stub which stated that the airline might only be liable for a fraction of the instrument's value, we suddenly became a lot more curious about travel insurance. Who knew that you could get special insurance — for pennies on the dollar — to cover expensive and/or fragile luggage? And baggage insurance is just one tiny aspect of typical travel policies.

After a few minutes of research, we learned that there is a whole range of travel-related circumstances that can be covered by blanket policies, for relatively little cost. Most standard policies cover 100% (or more) of trip cancellation or trip interruption costs (due to a variety of reasons, including illness or death of a non-traveling family member); emergency medical or dental work; baggage loss,

damage or delay; and 'accidental death' — often with a zero deductible. Some plans also cover air evacuation due to medical emergencies, including those related to pre-existing conditions; rental car damage; bankruptcy or financial default of travel vendors; and even terrorism at your travel destination.

Do a web search for "travel insurance" and you'll find a variety of sites that allow you to punch in your trip dates and costs, then receive instant quotes from at least a half dozen insurance providers. Naturally, you'll want to work with a company that comes highly recommended by friends, associates or travel professionals.

Note also that some homeowner's policies cover theft of, or damage to, personal possessions while traveling overseas. Note, however, that expensive gear such as cameras, computers and instruments should be "scheduled" on your policy in advance in order to collect on a loss.

We've been told by travel industry professionals that Europeans automatically spring for insurance, but most Americans have yet to make it a habit. Perhaps that's because most Americans travel primarily within the U.S., relatively close to home. We frequently travel to far-flung sailing destinations and have rarely had problems. Nevertheless, when we compare the overall costs of a one- or two-week trip, these policies seem like a pretty sound investment.

With any luck, you'll never need to

Exploring the rugged hills of Baja is the perfect antidote for too much Cabo nightlife. Mexico offers the best of both worlds.



COURTESY THE MOORINGS

make a claim on such a policy. But, just like having boat insurance, when catastrophe strikes, you'll be *really* glad you shelled out the bucks for coverage.

— latitude/aet

Skinny Water, Big Wind & Panty Rippers: Eight days in Belize

"Six feet, seven feet, six point five, steady at six point five. . ." Kim stood next to me at the helm, softly dictating the numbers, her entire focus on the depth sounder. From the port bow, Jaime waved her arm and pointed directly ahead. "Coral head, about a hundred feet." I caught a glimpse of the dark shape, slowed the engines and turned the wheel a few degrees to starboard. A few seconds later a tangled dark mass of staghorn and brain corals slipped past about fifty feet off our port side. I swung back onto our original course and took a deep breath — a lot deeper than the water we were traversing.

This was our third day at sea and we were once again threading our way through the minefields of coral heads and shoals of Belize's barrier reef. Our goal this morning was to find a large and open patch of sand to drop our hook off Carrie Bow Cay. The crew was eager to dive these legendary coral gardens where the Smithsonian Institute and Cambridge University have been running a tropical reef research project for over 30 years. Soon we found our spot and had another morning of the finest snorkeling we've ever experienced — 78° water,

Somewhere along the route, Allison gives a big 'thumbs up'. Translation: "Dude, the snorkeling is most excellent out here."



SPREAD: SUZANNE TODD; INSET: COURTESY THE MOORINGS

100-foot visibility, an amazing aquarium of brilliantly colored soft coral, hard coral and fish. The best!

For Belize, a shallow-draft vessel is a must. The Lagoon 41 cat that we chartered from TMM's Ambergris Caye base was ideal for our eight-day adventure, as it drew only about 4.5 feet, allowing us to negotiate the "skinny water" — an apt local term. Both TMM's fleet and The Moorings' fleet, which is based at Placencia, are relatively small — about 15 and 30 boats respectively — so it's wise to make your booking well in advance.

Our plan was to make a one-way trip to Placencia, a small peninsular town about 120 miles south of Ambergris Caye where TMM has a second base, visiting as many of the hundreds of isolated mangrove and palm cays as our time permitted. With prevailing winds ranging from the northwest, northeast and east, we an-

No, it's not a 'Survivor' film location, but it certainly could be. Belizian waters are peppered with tiny low-lying cays.

ticulated some good reaches on our course south. And we weren't disappointed — we averaged 7-8 knots, often with bursts up to 10. Not bad for a fairly heavy cruising cat.

As a result, we were able to explore a dozen cays and groups of cays. Yet, our appetite for exploration was only whetted. Every day we sailed past absolutely gorgeous white sand isles, some no more than an acre in size, where we probably could have played for days. "Let's go there!" was the request I heard hourly as we sailed on in perfect 84° weather with 15 knot winds of breeze. I love days where the most difficult decision in the morning is figuring out which one of my two pair of shorts or five T-shirts I should put on!

Planning for this cruise started many months prior to departure, however. Although this was our first trip to Belize, our past experiences cruising, chartering and professional skippering has made us firm believers in thoughtful research and preparation.

From the outset, one of the challenges we saw was the notorious lack of good charts for Belize. The standard navigation charts are hopelessly outdated and are simply not detailed enough to use



KENT BENEDICT



for navigation outside the main ship channels. The only resource worth studying is Captain Freya Rauscher's 304-page *Cruising Guide to Belize & Mexico's Caribbean Coast Including Guatemala's Rio Dulce*. She and her husband spent years sailing in and out of the barrier reef, taking thousands of soundings and fixes (using Loran, the best technology at the time.) Unfortunately, we knew that her eight-year-old information was already out of date in many areas.

These waters are frequently exposed to winter storms, locally called "nortes," and occasionally to summer or fall hurricanes. In a short period of time there can be significant changes in the reefs, the channels through the reefs, even the destruction or creation of new cayes! Again and again, Rauscher warns that her sailing directions and charts must be considered only as rough guides.

Good piloting skills and vigilant bow watches are the most important aids to navigation in these waters. In our experience, most of Rauscher's data was dead on or not far off, and we ended up having no problems. However, on at least one occasion, if we had blindly set the autopilot to her recommended course, we would have gone right into the middle of a very shallow reef! Belize is not the BVI!

As we were chartering in late Janu-

ary, we knew that the *nortes* could come roaring through these cruising grounds, bringing strong winds and rain for up to 72 hours. In fact, one *norte* did blow though with 35-knot winds out of the north and a pounding series of squalls. Usually preceded by a day or two of exceptional warmth and humidity, these weather systems are fairly easy to predict. We chatted frequently with local fishermen who have known these waters since birth and also listened daily to the 8 a.m. Northwest Caribbean Net on the 8188 SSB frequency for the morning weather report. (We always carry a small Grundig receiver for such purposes.)

We prepared for the *norte* by ducking into a 270°-protected cove in the Colson Cayes, giving our anchor lots of scope, and doing the obligatory dive to make sure it was well secured. Soon a local fishing boat joined us, confirming to us that this was a good place to hide. "Dinner and a squall" was the call. Fortified by a few "panty rippers" — coconut rum plus pineapple juice — we held our own nicely for the night.

Provisioning in Belize is not difficult, but can be a bit on the pricey side, since much of the food is imported and then transported out to the islands or down to the Placencia peninsula. Also, we generally don't use the provisioning services of the charter companies because we're not much of a meat and potatoes crowd — hey, we're from Santa Cruz!

Fortunately for us, we found a wonderful website where we could order custom provisions online from a local provisioner on Ambergris Caye (Lagniappe Provisioning). In addition, we found the

local fishermen very willing to sell their catch to us as we traversed the cayes. Lobster and snapper were fresh and relatively inexpensive. (Seven good-sized lobsters for about \$25 U.S., 12 lbs of filleted snapper for about \$8 U.S.!)

In all our interactions with Belizeans we found them to be extraordinarily friendly and enjoyable to work with. Although Belize is clearly becoming 'the destination' for many travelers, especially so-called eco-tourists, the increase in tourism had not yet jaded the majority of people we encountered. Communication is easy since most locals are multilingual in English, Spanish and the Creole patois which is a fascinating lingual soup of English, African dialects, Carib and Spanish.

All in all, the adventure was one of the best sailing trips we've taken. In closing, I'll share these poetic words from crewmember Juli Barr: "The sea is a surreal tapestry of blues, greens and all possible shades in between. . . It is easy to become seduced by the surrounding scenery — the cayes stretch like dark pearls along the horizon, defining the junction between the periwinkle skies and the turquoise waters."

— kent benedict

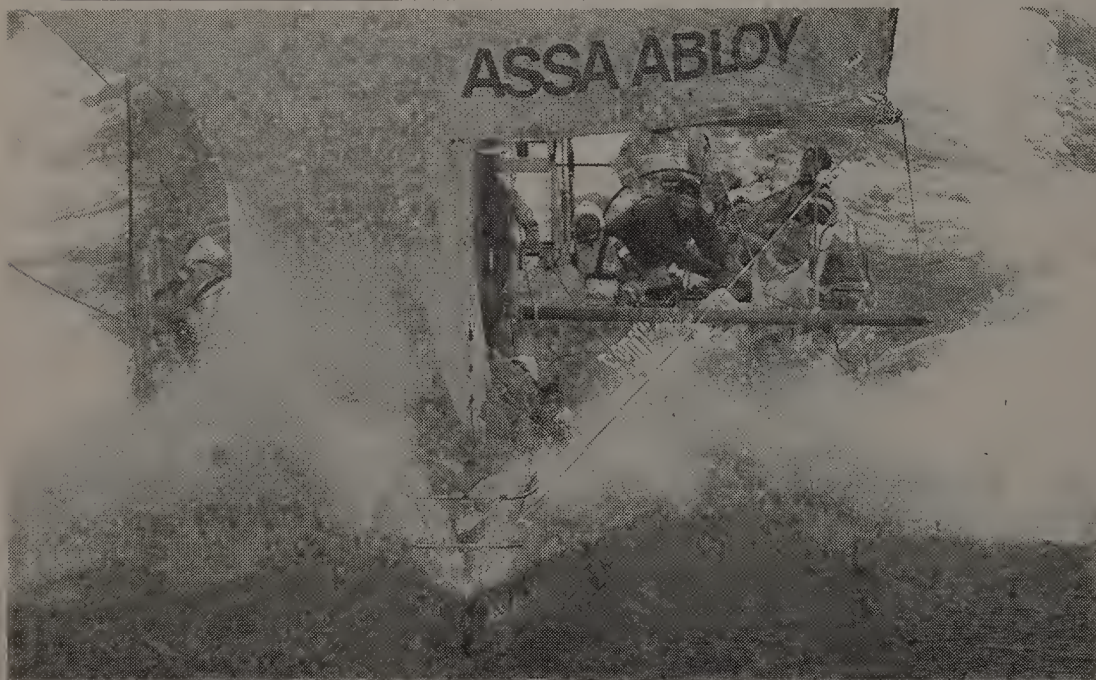
Charter Notes

And now for **something completely different**. As our regular readers know, a wide range of sailing opportunities fall within the realm of 'yacht vacationing', from elegant crewed charters where

"Enough already! You've been snorkeling for six hours. It's time to come back aboard for sundowners and dinner."



SUZANNE TODD



VOLVO / RICK TOMLINSON

you're pampered with white-glove service, to bare-bones adventure sailing trips aboard schooners and square riggers. But last month a *Latitude* reader introduced us to a new extreme: hands-on sailing aboard a cutting edge **Volvo 60**, now called **AAG Big One**, which was used in the most recent **Volvo Round**

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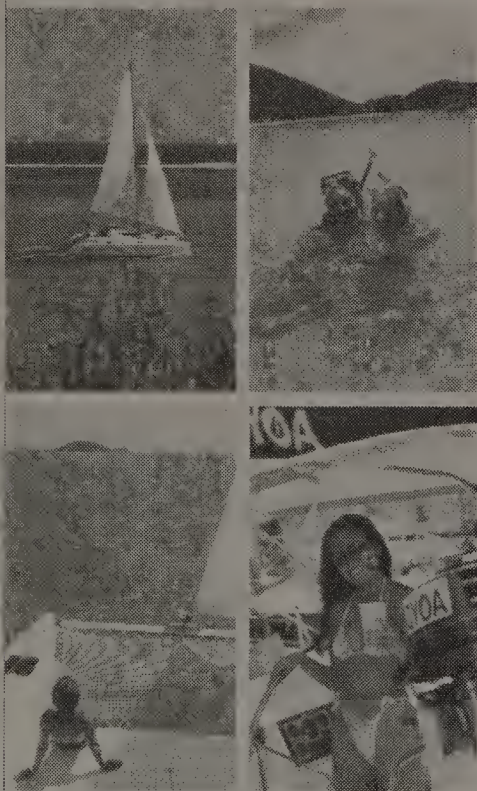
The concept is so unique, we couldn't resist telling you about it. This sort of 'chartering' is certainly not for everyone. But if you've always wondered what it

would be like to blast through ocean waves at speeds over 25 knots, this just might be your **ultimate sailing vacation**.

Under the direction of acclaimed Croatian helmsman **Tomislav Basic**, the sailing school called **AAG Nautika** offers a variety of programs in **Adriatic** waters, including offshore trips to Malta and back, European regatta participation and even corporate teambuilding. We can almost hear some sadistic CEO saying, "And now, gentlemen, in order to foster a sense of interdepartmental camaraderie, we've decided to scare the livin' crap out of you!"

Seriously, though, what thrill-seeking sailor wouldn't give a weeks' wages for a chance to play rockstar aboard one of these sailing express trains? For more info, check out the (English) website at www.aagnautika.com or email info@aagnautika.com. And by all means, if you do sign on to crew, please report back to us!

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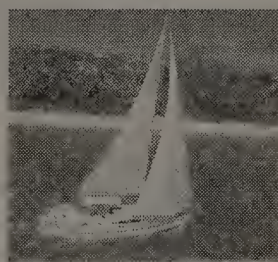
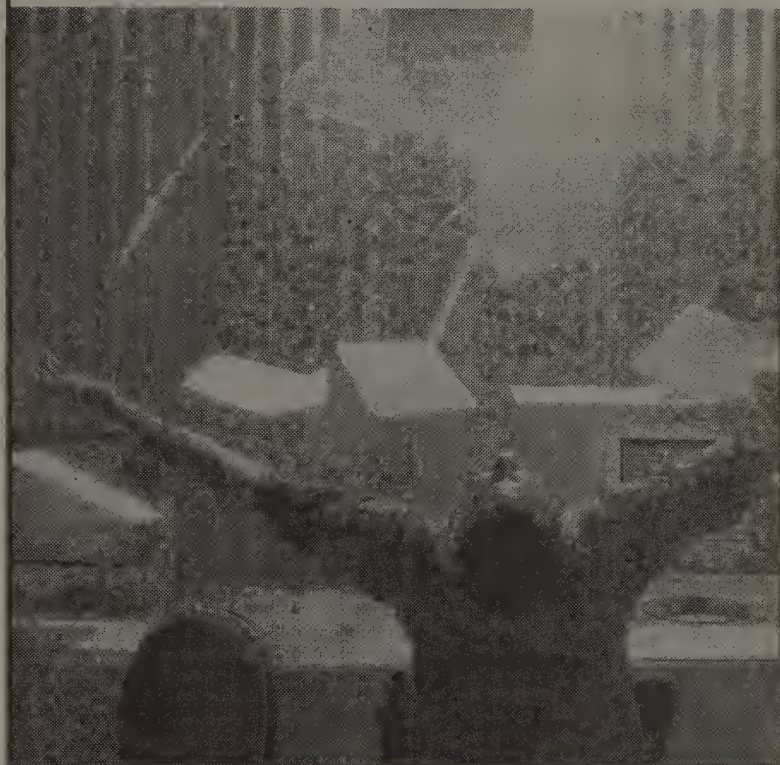
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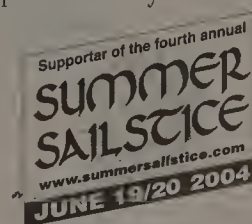
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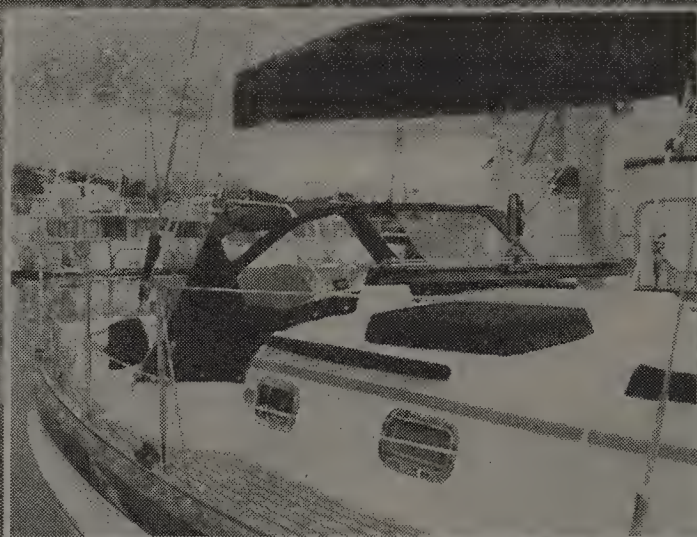
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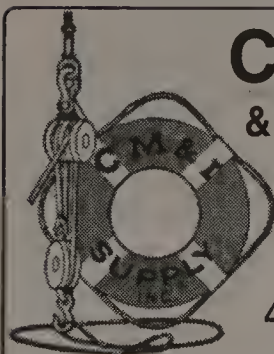
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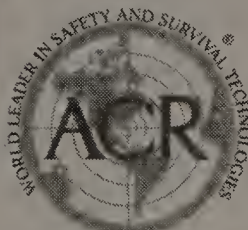
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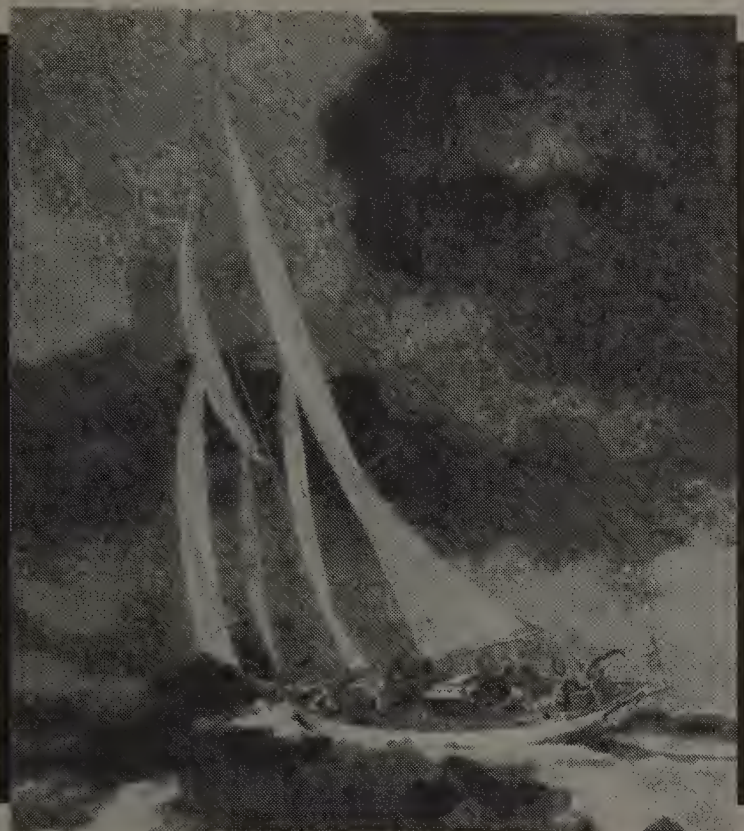
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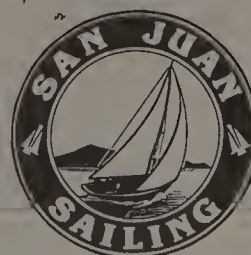
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CHANGES

With reports this month from **Gemini** in Panama; **Serendipity** in the Caribbean; **Kellowyn** on the coral at Manihi; **Runner** in the San Blas Islands; **Seafari** in Guatemala; and lots of **Cruise Notes**.

Gemini — Albin Nimbus 42 Les Sutton & Diane Grant Perlas Islands, Panama (Alameda)

The Perlas Islands — a remote cluster of tropical islands with lots of anchorages — is just 40 miles from the Panama Canal on the Pacific side of Panama. In our view, it's much nicer to be anchored off one of these sparsely-inhabited islands than it is to be living aboard in a marina. The fact that your next island destination in the Perlas is seldom more than 15 miles away makes everything in the area a daytrip — sort of like in the British Virgins. And even if you choose to ghost along in light winds watching the sea life, it's still so close that you don't have to resort to the motor to get there. The Perlas Islands have coconut-lined sandy beaches, colorful seashells, chattering parrots, fresh seafood, and nightly breezes — making it a camelot for cruisers.

The most unique experience we had in this island group was at Isla San Jose in the southern edge of the archipelago. There we met Dieter and Gerda, two Germans who sailed to Isla San Jose 20 years ago aboard their 28-ft steel ketch and set up camp. Unlike the typical retired couple in Central America, these two septuagenarians are living off the land in the true sense of the word — they have sheep, chickens, and wild hogs who feed on the fruit growing on trees that Dieter has planted over the years with Gerda's help. The determined couple work daily to keep the pamplemousse, oranges, lemons, papaya, mango, breadfruit, kapok, coconuts and bananas healthy — and safe from the hungry hogs, crocodiles, and other rapa-

cious animals. They do all this while they live in two small cabins with little more than a stove, propane refrigeration, and an outhouse. They started all this while living aboard their small ketch, and moved ashore when the vessel succumbed to the elements.

Dieter reprovisions about four times a year, venturing the 50 miles to Panama City in his trusty mastless sailboat that's powered by a 25-hp outboard. He arrives in Panama City with a shopping list written in German — which Gerda wisely translates into Spanish, since Dieter speaks none of the native language. Once the shopping is done, he loads on food, cement, batteries, propane, and other essentials for the next few months. Oh yeah, and rum, too!

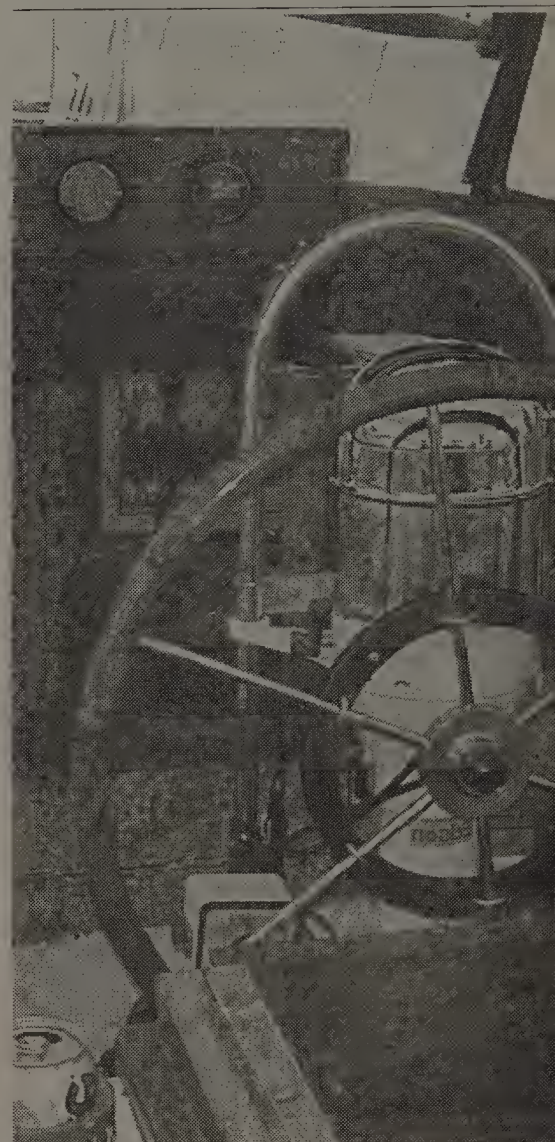
Dieter and Gerda have a wonderful tradition at their home — visitors are warmly welcomed, provided with a tour of their farm, and graciously entertained on the porch. The house specialty, *de la paraiso*, is a citrus-um drink that makes it easy to understand how someone could lose track of time on this 10-square-mile island. Rum, however, is a precious commodity on the island, so it has become the unofficial currency in Dieter and Gerda's corner of the world. If you arrive at Isla San Jose, you'll probably be hailed on channel 16 within minutes and invited up for a visit. But Dieter will almost certainly remind you — don't forget the rum!

— les & diane 05/04/04

Serendipity — Peterson 44 Barritt Neal & Renee Blaul Three Plus Years In The Caribbean (San Diego)

A firefighter for 30 years, the closest you'll ever see Barritt Neal come to melting down is if you ask him whether he'd take Mexico or the Caribbean if he had to pick just one place to cruise. These two prime cruising areas are so different, but both have so many appealing qualities, that Neal, try as he may, was incapable of making such a decision.

Fortunately for

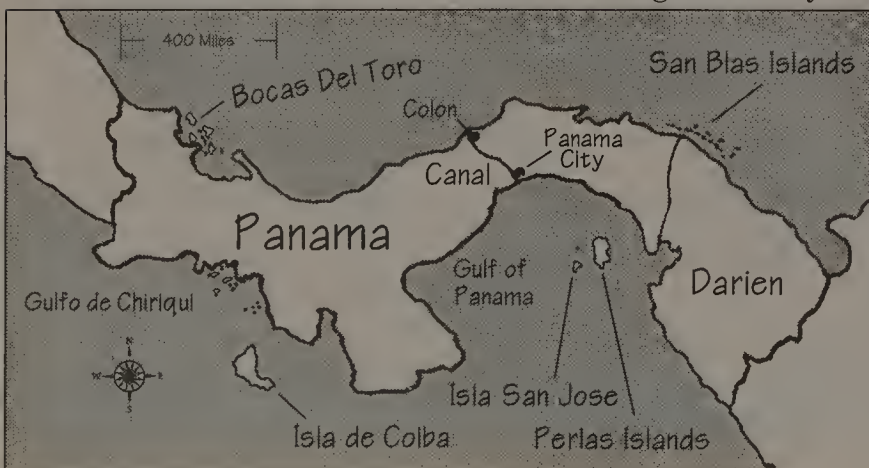


Neal, he's never had to make that choice in real life. After putting in 30 years with the Department of Forestry in San Diego County — where he retired as chief in 1991 — he's spent much of his time cruising aboard *Serendipity*, the very last of the 299 Peterson 44s built.

Neal's first cruise upon retiring was singlehanded to the South Pacific, where he became friends with Jim and Sue Corenman of the then Alameda-based Schumacher 50 *Heart of Gold*, and Brian and Mary Alice O'Neill of the Seattle based Norseman 447 *Shibui*. Both of those couples were starting their circumnavigations. Neal's cruise was cut short at Bora Bora after 18 months when his mother took ill and he needed to return home.

In 1995, Neal and a buddy decided they'd do the second running of a crazy new sailing event, the Baja Ha-Ha. They not only had a good time in that least organized of all Ha-Ha's, they 'won' their class. The Grand Poobah was extremely chuffed to discover that to this day Neal keeps the little painted fish, awarded to all Ha-Ha finishers, hanging in

The Perlas Islands are just one of numerous cruiser playgrounds in Panama. The Bocas del Toro and San Blas Islands are two others.



IN LATITUDES



LATITUDE/RICHARD

Barritt and Renee relax in the cockpit of 'Serendipity' at St. Barth. Columbus dropped the hook in the same spot 412 years before.

Serendipity's main salon. This despite suggestions that he get rid of it.

After the Ha-Ha, Neal spent another two years cruising Mexico, which he loves dearly. In 1997, he met Renee. Because she's a registered nurse, Renee's services are always in demand. This enabled her to become a 'commuter cruiser', spending big chunks of time both on the boat in Mexico and working in San Diego.

Neal sailed back to San Diego in '99 — his fifth Baja Bash — and then he and Blaul took off on their current cruise in 2000. After spending a little more time in Mexico, they headed down to Costa Rica and Panama, where they found fewer boats and less development. "I prefer the wilder areas," says Neal, who has no interest in cruising in the Med.

In February of 2001, the couple transited the Canal and went out to the San Blas Islands for a month. As beautiful as the islands were, some of the Kuna Indians aren't always so nice. "The transvestites make the best-looking *molos*," says

Blaul, "so when they came around selling them from their outboard-powered *cayuca*, we bought some."

"When the chief of the nearby island found out," says Neal, continuing the story, "he ripped us a new one for not buying the ones from the women on his island. We didn't know about the political hierarchy of the San Blas Islands, but we sure learned fast!"

Neal and Blaul then headed north to the Boca de Toros area near the Costa Rican border. "It was still undiscovered by cruisers, and there weren't any charter boats," says Neal. They continued further north through the Western Caribbean — Honduras, the Bay Islands, Guanaja, across to Belize, and up the Yucatan coast of Mexico. "We particularly enjoyed Tulum," says Neal. "The water was even clearer than here at St. Barth, and from on the boat at anchor we could look right up at the ruins. It remains one of the highlights of our cruise." They also enjoyed Isla Mujeres.

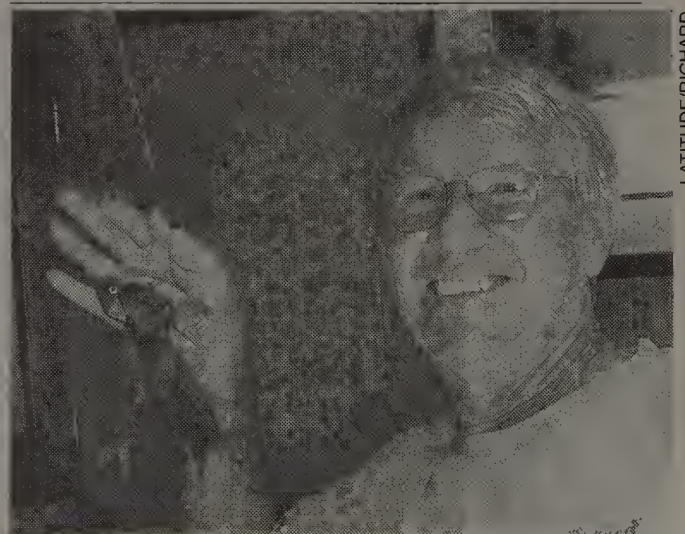
After waiting for a weather window, they crossed to Fort

Jefferson and Key West, putting them back in the States for the first time in several years. They loved it! Key West wasn't far enough north for their insurance company, which didn't want them south of Savannah during hurricane season. "We worked our way up the Keys, then caught the Gulfstream outside of Miami — and started doing as much as 11 knots over the bottom!" laughs Neal. "Before we knew it, we were in Georgia and going up the Savannah River to the Palmer-Johnson facility at Thunderbolt, Georgia. It's the only marina we've been to that delivers the morning paper — and six Krispy Kreme doughnuts! — to your boat each morning."

Because *Serendipity's* mast is shorter than 65 feet, they had no trouble with the bridges on the IntraCoastal Waterway. "We loved the waterway," says Neal. "It was fun, for instance, hearing the neat accents people have in the south and the flavor they put in their speech." They also liked some of the unique stops along the Waterway, such as Coinjock, "home of the 32 ounce prime rib".

Over the years, a number of cruisers have complained to *Latitude* about the bugs in the Waterway. Neal and Blaul didn't have a problem with them. But the heat, humidity, and lightning were another story. "We continued on up to Norfolk, and then went to the Solomons, which is a very beautiful area, to haul the boat. It was midsummer, and we just about died doing the bottom. It was 105°, extremely humid, and there were two of the most intensive thunder and lightning storms we've ever seen. With strikes all around the yard, we finally climbed down the ladder from our boat and made a dash through the rain and into the boatyard restaurant. Just as we were about to or-

Nine years later, Barritt Neal still keeps this painted fish — a souvenir from the second Ha-Ha — hanging in his main salon.



LATITUDE/RICHARD

CHANGES

der, a lightning bolt hit the building, blowing up the television!"

Having never been to the East Coast, Neal and Blaul continued on to Annapolis, which became their base for visiting all the historic sights in the region. They greatly enjoyed visiting the attractions and Annapolis itself. "It's humid and there isn't much of a breeze in Annapolis in the summer, but they do love their sailing," says Neal. "In San Diego, it's about 50-50 sailboats and powerboats. In Annapolis, it's about 95-5!" The couple were in Annapolis when terrorists struck on 9/11.

Neal and Blaul were surprised at how quickly the weather can turn cold on the East Coast. "We had ice on the docks in mid-October!" says Neal, not remembering anything like that ever happening in San Diego. "All our cold weather stuff was back in California, so we had to wear socks on our hands to keep our fingers from freezing on the way to South Carolina."

During their trip from Beaufort to Fort Lauderdale they hit some of their worst weather ever — but at the most unusual place. Rather than out at sea, it happened while they were at anchor at St. Augustine on the IntraCoastal Waterway. "There was a low that stayed right there, bringing 45 knots of wind, five feet of chop in the waterway, and torrential rain," remembers Neal. "Boats got beaten up against docks and many of the bridges over the Waterway had to be closed. It was just miserable! We couldn't even put our heads out the companionway, let alone risk a 100-yard dinghy ride to shore. Inflatables were cartwheeling behind boats, so I pulled the plug on ours, filling it with water to keep it from flipping. The

Renee points to her favorite mola, purchased from some Kuna Indian transvestites. A local chief blasted them for buying it.

blow lasted nearly three days."

The way Neal sees it, in California we have earthquakes and fires, while on the East Coast they have more extreme weather as well as lightning.

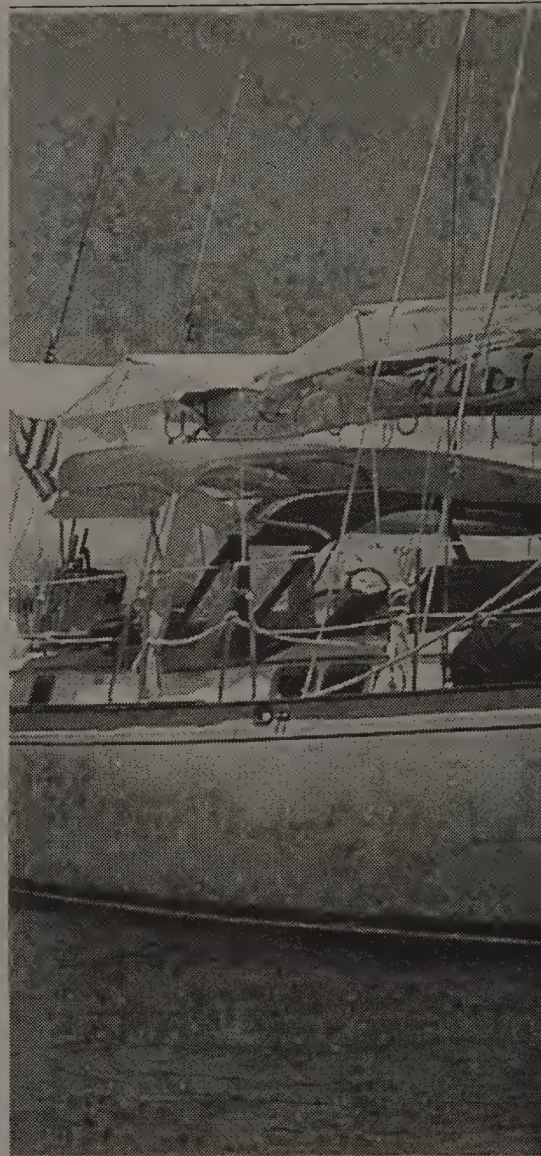
Just as there are various different schools of thought on getting from Panama to the Eastern Caribbean, there are different schools of thought on getting from Ft. Lauderdale to the Eastern Caribbean. The offshore option is a 1,400-mile non-stop L-shaped route that calls for sailing due east at 25°N until 65°W, at which point you head due south with the trades to the Virgins or St. Martin. A second option is to go by way of the so-called 'Thorny Path', which is a 1,300-mile interisland route that weaves through the Bahamas, Turks & Caicos, Hispanola, and Puerto Rico. Although there are frequent stops, it doesn't avoid any of the adverse wind or current, and because of the 'night lee' affect, most of the traveling has to be done between 2 a.m. and 9 a.m. Nonetheless, it's still popular with mariners who have small boats.

Since Blaul still isn't completely comfortable on longer offshore passages, *Serendipity* took the second option. Neal's verdict on it is clear: "Don't ever take the Thorny Path! It's 1,300 miles of strong winds and seas right on the nose. It's just like the Baja Bash — but nearly twice as long!"

Their only consolation is that they met some wonderful people, including the folks on their two buddyboats. One of boats was the the Mason 43 *Quiet Woman*, owned by the folks who operate the well-known Quiet Woman restaurant in Corona del Mar, California. The other boat, the Beneteau 44 *Revival*, was being sailed by a mother-daughter team. "The two women had very little experience, so they were quite nervous," says Neal.

"But they wanted to learn everything, and they absorbed information like sponges. We buddyboated with those gutsy broads — who happened to be knockouts, too — all the way from Rum Key to Puerto Rico."

The 'Thorny Path' is a long and slow trip in large part because you only travel a couple of hours each day around dawn when the trades are the lightest. As such, Neal and Blaul spent Christmas of 2001 in Nassau, and didn't make it to the Eastern Caribbean until February. That's not bad, because lots of cruisers don't make it at all. Once they arrived at Georgetown in the Bahamas, they found life



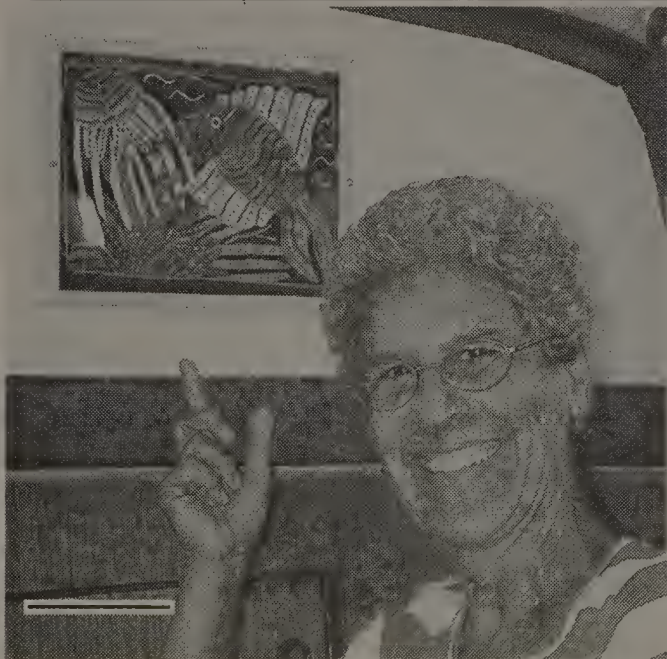
to be pretty good, and the prospects for the rest of the voyage to be daunting. So many abandon plans for going further, that Georgetown has become known as 'Chickentown'. Since so many cruisers truncate their cruise at Chickentown, there is an endless variety of cruiser-specific activities — volleyball, potlucks, writers' groups, children's hours, etc.

Neal says one great thing about the Bahamas and Exumas is that they are not fished out. "We had lobster as often as we wanted, and always caught or dove for our dinner."

The couple also liked the Dominican Republic. "It's poor," says Blaul, "but the people are very sweet. When we walked into a store at the cruiser crossroads of Luperon, there was a big poster on the door of a store that read, 'We love America!' I liked the people of the DR almost as much as I like the people of Mexico."

Once the couple got to the Virgins, they particularly liked St. John. "Since I'm over 62, the National Park Service gave us half-off on the \$15/night moorings," says Neal.

The couple continued all the way down the island-chain. Bad weather kept them



IN LATITUDES



LATITUDE/RICHARD

Barritt and Renee on the bow of 'Serendipity'. The last of the Petersen 44s, she's been a great boat from the South Pacific to the Caribbean.

from the Classic Yacht Regatta in Antigua that year, but they did manage to stop at Bequia, where they enjoyed the people, and St. Lucia. Their final stop was Trinidad for hurricane season. Once there, Renee flew back to San Diego for the summer, while Neal took a \$600/month berth at Crew's Inn in Chagaramas. For the 2003 season, the couple sailed back up the island chain as far as the Virgins, before heading back down to Trinidad for another summer at Crew's Inn.

While in Trinidad, they met up with sometime San Diego resident Les Crouch, who keeps *Maverick*, the N/M 70 on which he circumnavigated, in the Caribbean. Neal was there while Crouch launched another boat, *Storm*, an R/P 44 all-carbon beauty that had been built in Trinidad. "We didn't know Les in San Diego," says Neal, "but did get to know him in Trinidad."

When we spoke to Neal and Blaul in late March, they were headed south down

the island chain again, but this time to Venezuela to have the boat painted over the summer. "Our quote for the hull and deck is \$6,000, not counting the paint. Our friends with *Endless Summer* had their boat painted there last year, and were very happy with the work and the price." The difference between getting a boat painted in Trinidad and in Venezuela is the time. Since it rains almost every day in Trinidad, the job can take months.

So having done numerous winter seasons in Mexico, and having made five trips up or down the Caribbean chain over a three-year period, which do Neal and Blaul prefer, Mexico or the Caribbean?

Blaul likes both places very much, but if forced to choose, would pick Mexico based on the fact that the people are so friendly and the sailing conditions aren't so challeng-

ing. "I also really love the Sea of Cortez, the quieter anchorages, and the food. You can't believe what they try to pass off as Mexican food on the East Coast!"

Neal isn't so sure. "We both really miss Mexico," he said. "I love P.V., the Sea of Cortez, the area between Tenacatita and Z-town, and Huatulco. I can't wait to get back there. But I'm also a sailor, and I really enjoy the stronger and more consistent winds in the Caribbean. I'm really glad we had our three years here."

After some mental anguish, Neal said, "I just can't pick between the two." He also noted that he was looking forward to returning to the "wilder" areas of Panama — such as the Chagres River, with its monkeys and crocs, and Costa Rica.

(A week after our interview, Neal, who had obviously still been pondering the Mexico versus Caribbean question, sent us an email: "My answer," he wrote, "is that you need to have a boat in both Mexico and the Caribbean!"

Other nuggets from the Reporter's Notebook:

— The couple love their Peterson 44, which was built in '81. "When it's blowing 30, we double reef the main, set the staysail, and she powers through — unlike many other cruising boats. And in many other situations, we can sail when others have to motor, and we still arrive ahead of them and in better shape."

— Neal cares about boat aesthetics. "I don't like to see cruising boats with big roll bars and all kinds of stuff sticking off the top and back. They remind me of the Mir spacecraft, not a boat."

— Renee on the difference between sailing in Southern California / Mexico and the Caribbean: "I remember sailing across to Catalina once when it was blowing 20 knots and being scared. It blows that hard everyday in the Caribbean. Once we took a friend from Southern California on a

There are two main routes to the Eastern Caribbean from Florida. It's usually better to go offshore and take all your licks at once. If nothing else, it's always weeks faster than the 'Thorny'.



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short but typical Caribbean sail, and later asked him how he liked it. "When I'm back home," he replied, "I wouldn't even take my boat out of the marina if it was blowing this hard."

— Although the couple don't keep track, they figure they spend about \$1,000 to \$1,500/month — although it could be more. "Dinners ashore are what busts a budget," says Neal.

— Quote from Renee. "I didn't realize how much I would enjoy cruising. It's a great life."

— Quote from Barritt: "You can't learn about cruising at the dock."

— latitude 03/29/04

Kellowyn — F-31 Trimaran

Curtis Nettleship

Musings From The South Pacific (Pacific Northwest)

[The following report, which we have heavily edited, was forwarded to us by Mary Shroyer of Marina de La Paz. She originally met Nettleship, his ladyfriend and her daughter, when they were in Mexico with a combo kayak/sailboat/peddleboat, which could be sailed or peddled down a highway! Curtis later built Kellowyn in the wilds of Idaho, after first building a house there by hand — no power tools at all.]

I'm having a pretty good time here in the South Pacific — at least when I'm not having to make repairs to the boat. The latest part to need work is the daggerboard, which fell prey to what seems to be my inability to take the path of least resistance. In this case the resistance turned out to be a coral head lurking diabolically near the surface of the lagoon at Manihi Atoll in the Tuamotus. Actually, there were three coral heads, and it took me an hour to hit them all. All I can say is thank god for Kevlar, which

Coral is a beautiful natural habitat and is wonderful for exploring with a mask and snorkel. It's less good for hitting with your boat.

I'd slapped on the bottom of my tri in anticipation of possible beach landings. I now realize it also has value when smashing the crap out of coral heads.

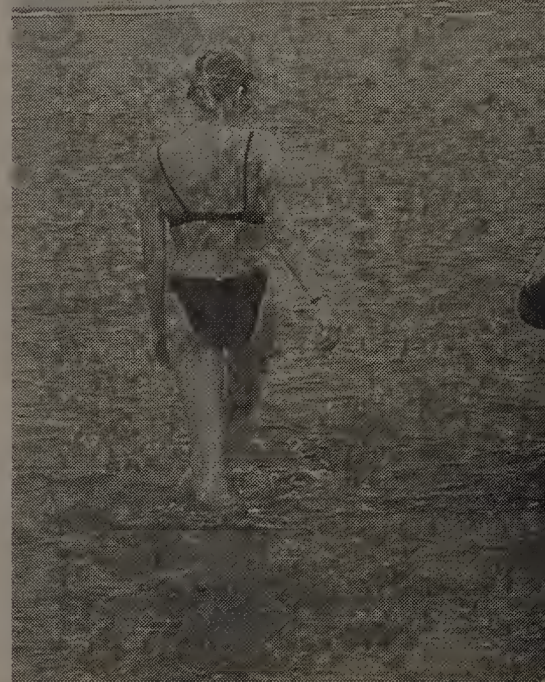
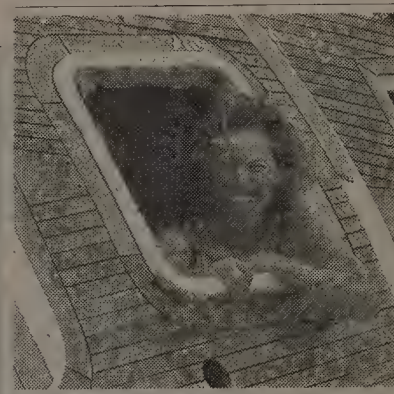
To all my environmentally-conscious friends, whose jolly company I so miss, don't worry about the coral heads. Left to her own devices, Nature will patch them in no time — perhaps even before the next round of nuclear bomb tests.

"Oh my, what a pessimist!" I hear some of you saying. "Hasn't he seen the Toyota commercial promising the new gas/electric hybrid. Not everyone drives a Hummer." When I get back home, I'm going to buy a Hummer — or whatever is the biggest vehicle at that time — and when I see one of those pussy 'green machines', they'll just be so much coral under the surface. I may not even get the satisfaction of watching the flotsam sputter out across the road in my rear view monitor, as my next rig is going to be so big that those pansy environmentalists will probably just get wedged up between the treads. I'll need a regular 'tire flossing.' I mean, this cruising around without the aid of fossil fuel is just plain scary, and goes some way toward explaining why we busted up so much coral.

Anyway, here's how things have gone. Ben was standing on the top of the bow pulpit, the main and jib were up, we were doing six knots to weather. Then he started screaming, "Coral head to port, coral to starboard, oh dear god, coral ahead!" He finally screamed, "Shark!"

While raising the daggerboard and releasing the main and jib sheets, I tried to understand the significance of the presence of a shark. Our speed was down to around four knots by the time I got my hand on Kellowyn's kick-up rudder release line, a half second before it struck the top of a coral head. The rudder popped up nicely and suffered no damage. Nonetheless, Ben and I were both a little shaky, as the sun was going to be down in an hour and there didn't seem to be a safe anchorage in this god-for-saken atoll.

We headed back for the pass and for the relative safety of the open sea, as sailing around in the lagoon all night was simply unthinkable. Not only were there hundreds of coral heads, which our depth-sounder/fish-finder had already proven itself incapable of spotting — but also countless 'stations', which



are the floating pearl farms, as well as unlit shanty huts erected on stilts atop coral shelves. These brought new meaning to the dream I'd had the night before, in which we sailed smack dab into the middle of someone's living room. It was a real embarrassment, what with our mast lying in pieces all over their furniture.

Some may ask, "Why didn't you just toss your anchor off any old place and wait out the night." Well, even my friend Kenny — who never tires of extolling the virtues of chain and having an anchor or three aboard big enough to stick the *Nimitz* to an ice rink in a gale — would have trouble in this place. The depths were jumping from two feet to 200 feet in just a llama's spitting distance. We do carry two anchors, which are both adequate provided we find reasonable holding. We also have 50-ft of chain plus endless rode. If we weren't on a lightweight trimaran whose sailing performance demands she be kept light, we certainly would have had more and heavier ground tackle. That, of course, would have required a big and heavy windlass — and a big and heavy battery — rapidly adding weight to the tri. With just the light stuff, a strong back and gloves are all that's



IN LATITUDES

BOTH PHOTOS BY LATITUDE/RICHARD



Spread: As this Hallberg-Rassy on the reef in the San Blas Islands so tragically proves, boats — monohull and multihull — need to be navigated with great care around coral. On a totally different subject, why is it that shipwrecks have such an allure? Inset: Liz Leroy, looking good.

needed. But anchoring in the lagoon with our lightweight ground tackle was out of the question.

So we ended up back at the pass which leads out the lagoon and into the Pacific, perhaps just a half hour before sundown. The tide was low, however, so water was pouring in through the pass faster than we could sail out. We had to do something, so we headed for the small boat harbor where the local fishermen run their pirogues up on the beach. We hoped there was room there. There wasn't, so it started to look really ugly. With no other option, we threw our anchor off in the last sandy spot we were likely to see, which unfortunately was in the channel to the harbor, and dropped sail. We then ran a line to the rocks to prevent the tri from swinging, which would have thrown us up on more coral — which seemed to be everywhere.

It wasn't the most relaxing night, as the locals weren't happy about our blocking the channel in and out of their harbor, and there was some yelling. But nobody was injured, and I learned a few

words of French I hopefully won't need in the future.

The life of a nomadic sailor has its appeal — although at times such as this, I'm at a loss to elaborate on what it might be. Right now, as we careen so quickly over the waves on our way to Tahiti that we knock jellyfish high enough to hit with a badminton racket, the idea of kicking back all snug in an armchair recliner sounds real good. Maybe click on the food channel and see what Emeril is whipping up. Perhaps enroll in a yoga class where my physical and spiritual well-being would be in the hands of a certified expert. Goodness knows I could use some help.

But for now, it seems that I am committed. We've gone too far to turn back, and in any event the wind would be coming from the wrong direction on the way back. So it looks like with some luck I'll see you on the other side. But, see you I will, for if I have learned anything on this worrisome adventure, it is the

value of a home life where family and friends are close at hand. Well, closer anyway. And I must say that no place beats the Northwest. True, the fruit here is incomparable, the fishing is great, and the sunsets are beautiful enough to make you cry. But it's damn near impossible to get a decent cup of coffee, and I'm getting tired of explaining that although I'm an American, it doesn't mean I favor my government's policies.

It's a big ocean. For 20 days we've been flying southwest across the Pacific, sailing so fast that the dolphins haven't been able to keep up. Yet we've only made it halfway across. Now I see how it is we can all still breathe, how it is that the Hummers, truck-o-pottomuses, and big ol' jet airliners and such haven't asphyxiated us all. It's because the ocean is real big, and no foolin', there's a lot of fish out here on clean up detail.

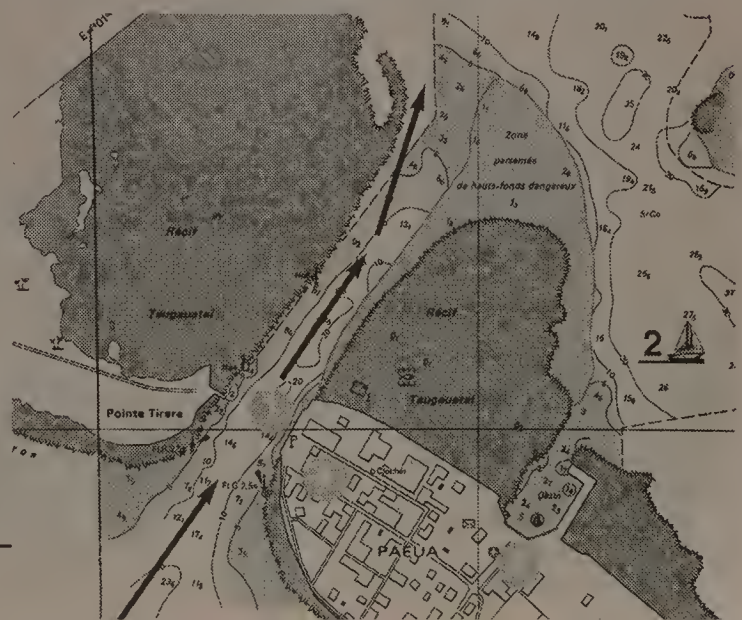
Some facts on our crossing: Our trip from Chacala, Mexico, to Fatu Hiva, Marquesas, was a dream. The trades blew a consistent 10 to 20 knots, and we didn't even get becalmed at the equator. We averaged 8 knots on our 14-day crossing, and our top speed was 23.3 knots.

Our approach to Tahiti was an entirely different story, as there was a bit of a typhoon there. We ended up beating into it for a day, with 10 miles of it being so severe that we were doing 14 knots into the waves. That's something I can't recommend, as the hard pounding tore the forward bulkhead away from the main hull, adding more repairs to the already long list.

— curtis 04/05/04

Readers — This is what the Guide To Navigation and Tourism in French Polynesia by Patrick Bonnette and

If the cruising guide is to be believed, 'Kellowyn' could have anchored a short distance from the pass — without angering the locals.



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Emmanuel Deschamps, has to say about navigation and anchoring in Manihi: "Almost all of the lagoon is navigable, and the wildest places are located in the north-east section. In the proximity of the village is a good anchorage leeward of the coast and the winds from the northeast, with a sandy bottom of five to six meters. You can also anchor near the Hotel Manihi Pearl Beach Resort, situated close to the airport, in eight to 10 meters with a sandy bottom. This anchorage is exposed to the east wind, however, and getting ashore may be difficult. The village of Paeva is typical of the Tuamotus atolls. It has a small harbor that is well-sheltered, where you can get ashore with no problems. You can anchor your yacht in front of the harbor, but watch out for the numerous coral heads where your anchor can get hung up."

When it comes to cruising without an engine, one obviously becomes extremely dependent on the wind and unusually vulnerable to currents. As such, one has to plan far in advance to avoid being caught in situations where the sun is going down and there is no good place to anchor. Lyn and Larry Pardey, having sailed relatively low performance engineless boats around the world for decades, are the gurus for this kind of cruising. It's inexpensive and very clean, but in many ways it's also very limiting and inefficient — and can be very dangerous.

Runner — Stadell 48 Reg & Debbie Miner The San Blas Islands (New York)

Reg and Debbie have been living aboard in the tropics for nearly 10 years now, and split their time almost exclusively between the East Hollandes Cays in Panama's San Blas Islands, and Cartagena, Colombia. That they came to be together — let alone on a sailboat in the tropics — is remarkable. For one thing, Reg is a Canadian boy and Debbie is from Australia. They met by chance while drinking at the Star & Garter Bar on 13th Street in Manhattan.

When they decided to get into boating, they looked for a waterski boat. Unable to afford one big enough to ski behind, they went partners with a friend in a Morgan Out-Island 33 sailboat. "That partnership lasted for five years," says Reg, "and it worked out great. Debbie and I subsequently bought *Runner* for ourselves, while my old partner bought the sailboat formerly owned by Geraldo Rivera."

When Reg and Debbie bought *Runner* 11 years ago, they moved aboard her in Manhattan. (Well almost. Don't tell

anyone, but they actually lived aboard in Jersey City, which is across the Hudson River from Manhattan. They don't like to admit it because of the stigma of being 'bridge and tunnel' people.) There aren't a lot of liveaboards in the immediate New York area," says Reg, "but there are some." The Miners paid \$500/month for their slip, reflecting both the high prices of the short summer season and the lower rates of winter.

And yes, it did get cold in winter. "There's nothing like having to shovel snow off the deck of your boat," laughs Reg, the tropical sweat of Panama dripping off his brow. The Miners enjoyed living aboard in the New York area. "During the cold six months of the year, we'd ski every weekend," says Debbie, "and during the warm six months of the year, we'd sail every weekend."

"New York is a wonderful cruising area," says Reg. "Most weekends we'd go up Long Island Sound to places like Port Washington. It's also very beautiful and there are lots of yacht clubs if you go up the Hudson to the Palisades. Block Island is nice and only 120 miles away — but that was still too far for our weekend trips."

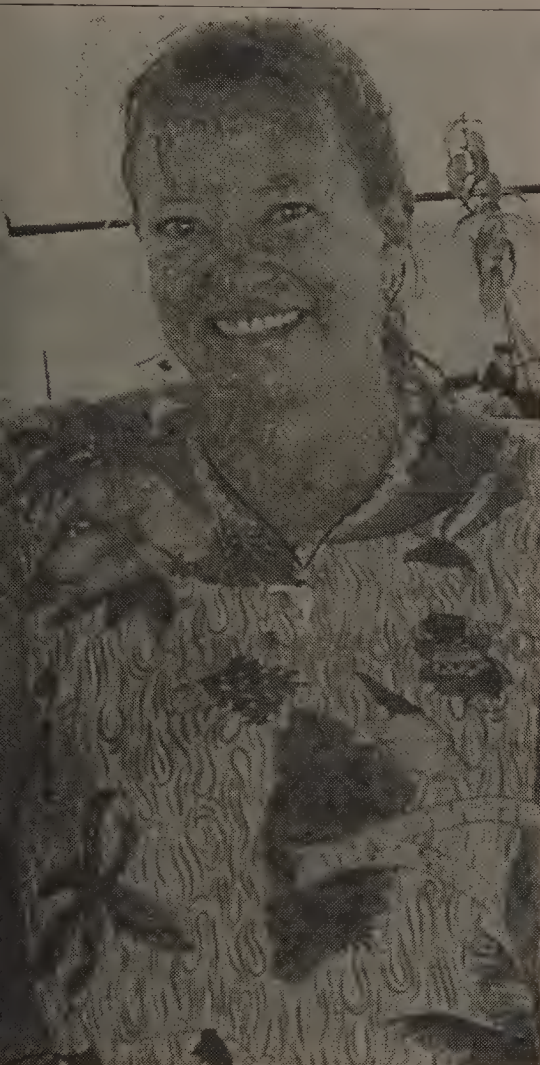
In the fall of '96, the couple left New

Contented cruisers Reg and Debbie of 'Runner'. The San Blas Islands are a long way from New York City, and they're loving it.

York, one of the most crowded and intense places in the world, and eventually ended up in the San Blas Islands, one of the least populated and most relaxed places on earth. "We began by going down to Beaufort, North Carolina, where we realized our boat wasn't ocean ready," says Reg. "So we picked up a liferaft, watermaker, SSB, and that kind of stuff. We had ambitious cruising plans — being at the International Dateline for the Millenium, New Zealand for the America's Cup, Australia for the Olympics, and all that. Well, we did the Bahamas, the Virgins, and the Eastern Caribbean chain, and enjoyed ourselves. But when we got to the San Blas Islands in March of '98, that was it! We didn't think there could possibly be a better place in the world, so we've been either here or Cartagena ever since."

The couple would stay in the San Blas Islands year round were it not for Panama requiring visitors to leave every six months. More specifically, if they could, the Miners would stay just off a little





LATITUDE/RICHARD

new ones. Some of Debbie's favorite dive spots are as far as four miles away, but she's not worried about an outboard breakdown. "The layout of the islands is such that I could make it back by a combination of swimming and walking," she says.

Reg isn't big on snorkeling, and neither he nor Debbie go after fish for food. "I'd be a diver if you could go down there and spear steaks and chops," he jokes.

Having found their little bit of paradise in the East Hollandes, the Miners don't go to Porvenir or Boca de Toros, let alone Colon, Panama. "We like the beauty of this particular place," says Reg, "as we can see many of the other islands, the mainland, and we can watch the waves that come all the way from Africa to crash on a reef just a couple of hundred feet from us. Because this island is about as far away as you can get from the mainland, the water is clearer than anywhere else, and it changes color a little each day. We love the tranquility, as there's never very many cruisers — or even Kunas — around. And during the rainy season — which lasts from May until almost the end of the year — it's very secure in abnormal weather."

Despite the fact that the nearest road is 45 miles away, the Miners have no trouble getting supplies. "Over all the years we've figured out ways to have stuff delivered to us. Thanks to all the airports built during World War II, it's not hard. For example, when we needed a new outboard, the dealer in Panama City sold us a new Yamaha 15 for \$1,600 — and had it delivered to us here by airplane for just another \$30. Another time we needed a barrel of new 3/8 Acco chain — the good stuff. We had that delivered out here, too. If you had a big enough order of groceries from Rey Supermarket or booze from a big liquor store, I'm sure somebody would deliver it for \$5 or so."

What's more, the Miners have managed to get some significant boat work done out at their little island, which is at least 20 miles from the nearest electric light. "We wanted a hardtop to replace the soft dodger covering our cockpit," explains Reg, "so we got the supplies from Panama and Cartagena. Then I helped a friend build it right here on the hook." They did

a very professional job on it, too.

On another occasion, the Miners decided they needed to repair the bottom of their mast, which had corroded badly at the step. Rather than use a crane at a boatyard, they had *Melodi* and *Bagoas* raft up on either side of them, and lifted the mast off the step — right there at anchor! It stayed lifted for a couple of days until the repairs could be completed. It just goes to show what can be done with a little intelligence and a lot of determination.

The Miners stay in touch with the outside world via radio. They are active on nets such as the Panama Connection, the Panama Pacific Net, the Northwest Caribbean Net, and the Central American Breakfast net. There used to be a VHF net in the San Blas Islands, but it went silent several years ago.

"Thanks to the radio, we're able to know what's going on," says Reg. "For example, we were able to follow *Profligate's* episode of replacing the saildrives here in Panama last December."

When we talked to the Miners in early May, it was the beginning of the rainy season, which is the time with the least boats. They estimated there were 30 to 40 cruising boats in all the San Blas at the time. "During the high season in December and January," says Debbie, "there might be a maximum of 75 boats."

At the time we visited, there were seven other boats in the anchorage, and they'd had a big party the night before on the Miners' island. "One great thing about being in this part of the world," says Reg, "is that you meet people from all over. At the party last night, we had Austrians, Australians, Italians, Germans, a couple from the Canary Islands, and a token American. Recently, we had two boats here from Turkey. One was well over 100 feet, the other was quite small."

When they have to leave their paradise

The Miner's 'Runner' anchored in her traditional spot in the East Hollandes Cays. That's 'their' island in the background.



LATITUDE/RICHARD

unnamed island — one of the 365 in the San Blas — in the east Hollandes Cays. They've come to think of the flat, palm-covered, Alcatraz-sized island as their own, and now rarely go anywhere else.

The couple jokingly refer to it as "our island" because they spend so much time there and because they take care of it. When they first arrived, the little island was a natural mess, much of it overgrown with ivy, palm fronds, and other debris laying about. "Just for the fun of it," Reg started to clear and tidy the island up. Before long it was in pretty good shape. He still goes ashore every day to do a little cleaning, but now it mostly consists of clearing the dozen or so palm fronds that fall during a typical night.

Debbie's thing is snorkeling. Most days she'll spend two or three hours diving at her favorite spots, looking at coral, under coral, and just about everywhere else to find fish for the three aquariums she keeps in *Runner's* pilothouse. "There is fabulous snorkeling in the San Blas Islands," Debbie says, "as the water is so clear and there are so many different kinds of fish." About every two weeks she swaps out the fish in her aquariums for

CHANGES

in the San Blas Islands, the Miners head for Cartagena. "It's called the gem of the Caribbean," says Reg, "and we won't argue with that. It's beautiful, and it's certainly inexpensive. For example, if you want to go all out with a three-course meal with cocktails, wine, steak, lobster, and desert, you can figure on \$12 each. And there are more modest meals for much less."

Colombia is certainly a country beset by crime, but Cartagena is, by all accounts, relatively safe. "We feel more secure there than we do in big American cities," says Reg. "There's only one or two streets I wouldn't walk down at night in Cartagena. Otherwise you can just wander. And the people are so nice. If you're looking for something and one store doesn't have it, they happily tell you where you can find it."

There are two places for boats to stay in Cartagena: Candelaria Bennett's Club Nautico and the Club Pesca. "The more nerdy cruisers tend to go to Club Pesca, which is more formal and staid," says Reg. "If you enjoy a little fun and drama — as do most of us — Club Nautico is a wonderful place. There's a little more theft in the bay than there used to be. We think that's because when Norman Bennett was around, he had his own vigilante squad to keep things under control."

The Miners have also had *Runner* hauled at Todomar in Cartagena three times. As with all yards, they say you have to oversee the work, but the craftsmanship is good, they are great at fabricating stuff, and the prices are low. There's another yard, Feracem, located next door, that they say is also good.

Lots of people are searching for that perfect place. The Miners have found theirs just off the mainland coast of Panama.

— latitude 5/09/04

If you're having something delivered to your boat in the San Blas Islands, you want to make sure your mast doesn't block the runway.

Seafari — Mapleleaf 54 Brad & Audrey Sonka Puerto Quetzal, Guatemala (San Diego)

On January 2, we and our two Siamese cats left San Diego on an open-ended cruise south, our first major goal being the Caribbean. After visiting the many developed bays of mainland Mexico, we were anxious to explore some of the less developed bays of Central America on our way to Panama. Our plan was to leave our boat at Puerto Quetzal, Guatemala, so we could travel inland. However, we were soon to discover that currently there is no place at Puerto Quetzal for cruisers to leave their boats for even a short time. As such, we're currently anchored at Bahia del Sol, El Salvador, and will be travelling *back* to Guatemala by bus!

We arrived in Puerto Quetzal on April 23, the first of a group of 12 boats who were making a rhumbline passage across the Gulf of Tehuantepec from beautiful Huatulco, Mexico. Our plan was to anchor beside the new marina — which we'd been told was ready for business — for seven to 10 days. Unfortunately, the marina wasn't anywhere near being ready to accommodate any boats. Furthermore, the report of an adequate anchorage was merely wishful thinking.

We contacted the port captain via radio for permission to enter the harbor, and were instructed to anchor in 18 feet of water in front of the Guatemalan Naval facility at the west end of the tiny harbor. The Guatemalan authorities then asked that Brad pick them up for inspection and check-in. As Brad met with the various authorities on the dock, the port captain asked him to relocate our boat a very short distance away next to the head of the cruise ship pier. This didn't appear to be a safe anchorage for a boat our size, but the Guatemalan Navy insisted that we had to move our boat from in front of their facility.

As this was happening, the second boat in our group — *Delphinus*, a Mayotte 47 catamaran with Bruce Swegler and Randall Sparks — arrived. We directed them to the head of the cruise ship pier, which was right off the marina entrance — which was too narrow and shallow to enter. After they got their anchor down, we told them we'd ferry the authorities to their boat as soon as they



completed their check-in of *Seafari*.

Brad arrived back at *Seafari* with five Guatemalan officials. All five were very pleasant and introduced themselves. I served ice water as we completed our paperwork. The officials held and petted our two cats. One official went below for all of one minute, looked around, opened two cupboards for a peek, and returned to the cockpit. That was it for the inspection. The officials spent all of 15 minutes on our boat before heading off for *Delphinus*. We and the boat were charged \$150 for the privilege of checking into Guatemala.

With the inspection complete, we raised anchor to re-anchor in the place the officials indicated. It wasn't a good spot, as the water was 40 feet deep and there was only room to let out 100 feet of rode — not even half of what we consider adequate. As *Seafari* swung in the wind describing a 45° arc, our depthsounder would go from 40 feet to 15 feet. Sometimes our transom was just five feet from the operating dredge. After the workers on the dredge yelled and gestured at us to beware of the dredge — believe me, we were aware! — they soon gave up and returned to their work.

The port officials had also informed us





PHOTOS COURTESY MAUDE I. JONES

What we've got here are three photos of cruisers in East Africa, taken by the crew of the Finch 46 'Maude I. Jones'. We were to have the third part of their 'Changes' this month, in which they recount the last part of their 10.5 years of cruising since Ha-Ha #1. However, we weren't satisfied with the detail and clarity of our notes, so we decided to postpone it for a month. That's Mary Messenger with an African friend in the above photo, and Rob Messenger in the photo on the upper left hand.

that a cruise ship was expected the next day, so that we would have to move to another location the next day. Unfortunately, there was no other location. Meanwhile, *Otter*, an Island Packet 38 that was the third boat in our group, squeezed in next to *Delphinus* and dropped their anchor. Like us, they weren't able to put out sufficient rode, and their stern soon came right up to a sandbar marker.

As this was going on, the captain of a small sportfishing boat told Brad that the previous week a visiting boat had been asked to move three times in two days, and that despite 200 feet of rode, had dragged when it blew 30 knots. That skipper and his boat were stranded at the dock — where there was only space for one boat — until the dredge moved to a new location.

We very quickly realized that no other boats from our group — which were expected to arrive in less than 24 hours, and who were monitoring our 'Tehuantepec Net' every hour for details on the anchor-

age and clearing procedures for Guatemala — could fit into the tiny anchorage. Based on our report, the majority elected to continue a day or so further to Bahia del Sol, El Salvador, with a smaller number going another 36 miles to Barillas Marina, also in El Salvador.

No other boats in our group even attempted to enter the harbor at Puerto Quetzal, and *Otter*, having evaluated the situation, quickly left before the officials even got to them. We and the crew of *Delphinus*, realizing this was an untenable situation, went ashore to get our documentation back so we could proceed south. It took a few hours, but our paperwork was finally processed and returned to us. We did not, however, get our \$150 back. Because they had six people, *Delphinus* had paid \$210. They didn't get their money back either.

In summary, the Puerto Quetzal Marina is not ready to accommodate cruising sail-

boats or powerboats. They still have two small dredges working all day, and have not finished driving pilings for the floating docks. The biggest boat that could fit into the marina would be a 35-ft powerboat that had a draft of less than four feet.

Although it was a disappointing experience, we want to emphasize that the port authorities were very professional and polite. We were led to understand that it was the Commandant of the Navy who had made the decision to close the anchorage that had previously been open to cruisers. In any event, even that closed anchorage could have only accommodated a handful of boats. Maybe we'll reconsider returning to Puerto Quetzal again when the marina is actually open and ready for business. Next week we'll be taking a bus trip back to Guatemala from Bahia del Sol, because we sure don't want to miss Guatemala.

P.S. Like many of us new cruisers out here, we have been vicariously cruising for many years, following the exploits of others in your magazine. All of a sudden, we know many of the people, boats, and places that have been mentioned in the pages of *Latitude*!

— brad and audrey 4/25/04

Cruise Notes:

Flash! The news out of Cabo is that construction has begun on a new **625-berth marina** — financed by the owner of Corona Beer — at nearby San Jose del Cabo. Many thought the amount of dredging required was going to make such a marina cost-prohibitive. More next month.

Some people contend that everyone in the First World is the embodiment of evil, while everyone in the Third or Developing World has some sort of inherent nobility. We don't buy it. We were recently at

There are bad indigenous people, too. Having been punk'd by a couple of Kuna rascals, this lobster didn't taste as good as we hoped it would.



LATITUDE/RICHARD

CHANGES

Panama's **San Blas Islands**, home of the Kuna Indians, and found some aspects of the place discouraging. For one thing, the water surrounding densely populated Wichubhuala Island was littered with garbage — as much as collects in the crook of the Ala Wai Yacht Harbor in front of the Chart House restaurant. You could tell the Kunas just didn't care about the trash because they were swimming in it. Having sailed 1,150-miles from Antigua with 11 people aboard *Profligate*, we'd accumulated about a dozen bags of garbage that, having festered in the tropical heat for nearly six days, was very ripe. So ripe that we kept most of it in the engine rooms away from our noses. As much as we wanted to dispose of it, we dared not pay the Kunas to take it away," because we knew they'd throw it in the ocean. The second thing we found discouraging was that we got punk'd by a couple of Kuna rascals. They came by and sold us a nice lobster and some crabs — neglecting to mention that the lobster was out of season. These guys weren't impoverished, they were tricksters. Once we got the seafood, we had to eat it — but the lobster



LATITUDE/RICHARD

Freshly arrived in the San Blas Islands and therefore ignorant, we got played for the fool by this clever but environmentally-challenged Kuna.

didn't taste so sweet.

"I took delivery of my new Switch 51 catamaran **Beach House** in France in late April," writes Scott Stolnitz of Huntington Beach. "After we left Sete on April 22,

we got hit with 27-35 knots of wind — with gusts to 45 knots — off Cabo Creus and Cabo San Sebastian. This is the border area between France and Spain that is known as the 'Cape Horn of the Med'. I hadn't sailed in that much wind in 25 years. Carrying just a double-reefed main and a staysail, *Beach House* covered 120 miles in the first 10 hours — and hit a stop speed of 19 knots! Even though there were eight-foot breaking seas, the cat handled wonderfully. A sistership that had sailed through the same area the day before on the way to the Palma de Mallorca Boat Show hit 23.5 knots. The only big problem with my cat was that the watermaker didn't work, necessitating a day's delay in Mallorca until a technician could get to it. Once he was done, we were making 42 gallons/hour of pure water. I'm now back in Los Angeles for a planned week of work to keep my business solvent. My crew are now hugging the south coast of Spain on their way to Gibraltar. I'll be returning to the cat as soon as I can. Remember the Molitor family of Seattle — Scott and Stacey, with children

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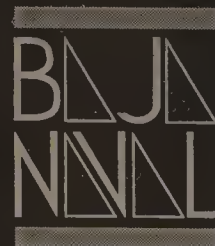
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Lauren, 9, and Clay, 7 — whom *Latitude* interviewed last February aboard their Switch 51 **Willyflippit** in Guadeloupe? I just got a report they're on their way from the Marquesas from the Galapagos."

Here's some good news for a change. Thanks to the efforts of a coalition of just about everybody, Palm Island Resorts has withdrawn from the controversial plan to manage world-famous **Tobago Cays**, the only national park in the tiny Caribbean nation of St. Vincent & The Grenadines. The idea of having a private company manage a national marine park on a profit-sharing basis with the government set off alarm bells locally, regionally, and internationally. A group called the Friends of Tobago Cays, made up of stakeholders at all levels, came together so quickly and forcefully that the private-public arrangement couldn't stand the pressure. Naturally, the 'Friends' are delighted with the outcome, for not only have they stopped the private management of this national park, but they've got the organization and momentum to ensure that the park will be run on a sustainable basis. Despite the

fact that the Tobago Cays are one of the more popular charter destinations in the Caribbean, cruising guide author Chris Doyle notes that some of the marine life that has been absent for 20 years — such as the eagle rays and turtles — has started to return.

Since we're talking about the Caribbean, we should mention that before departing Antigua for Panama, we crossed paths with **Hotel California Too**, the only cruising version of a Santa Cruz 70 ever built. She's owned by Steve Schmidt, formerly of the South Bay, who has pretty much 'gone native' in the Caribbean for close to a decade now. He's looking very tan, fit, and in tune with nature. *Hotel California Too* is an interesting 70, with a



Inset; Steve Schmidt. Spread; His one-of-a-kind cruising version of a Santa Cruz 70, complete with water-ballast.

cut-down rig, an open area aft where the inflatable can be pulled aboard, water-ballasting, and a very open and spacious interior.

"I'm in Tobago now," Schmidt emailed us about a week later, "getting ready for the last race of Tobago Sailing Week, one of my favorite events in the Caribbean. After that, I will be chilling on the reefs of Venezuela for 4-6 weeks, then I'll fly back



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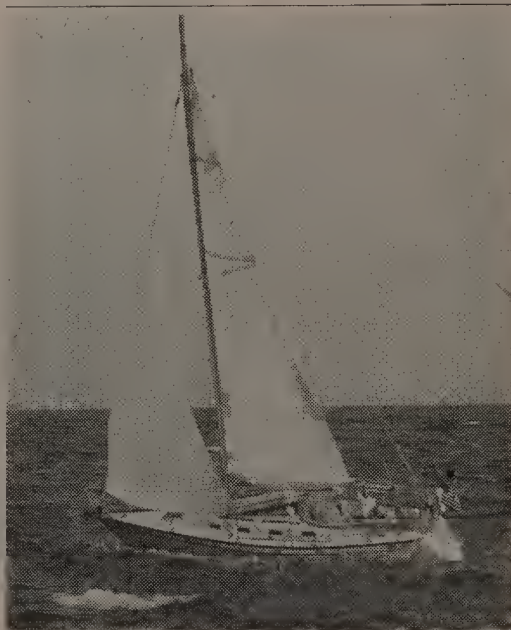
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to Santa Barbara in late June to see family." We'll have more on Schmidt — who says he could happily live 12 months a year cruising in the Caribbean — in an upcoming issue.

It can be damn hard coming north along the Central Coast of California in the spring. Paul Plotts, owner of the great 71-ft San Diego-based schooner **Dauntless**, tried valiantly to make it up the coast for another Master Mariner's Regatta this year, but the pre-Memorial Day northwesterlies just wouldn't let him. "For two weeks we tried to get to San Francisco," he wrote. "In our last foray, it took us five hours to get by Pt. Sur in 35 to 40-knot winds with 15-ft seas. Ultimately we had to give up." One of the signs of good seamanship is knowing when not to press on. Although **Dauntless** missed the Master Mariners, we expect she'll be at the McNish Classic Regatta sailed out of Channel Islands Harbor on August 7.

During the Nicaragua to Acapulco leg of *Profligate's* trip back to California, the crew noticed a boat sailing in the opposite direction. It turned out to be Gene Menzie and crew aboard his Tartan 33



JOHN PETTIT

Gene Menzie and crew aboard 'Nereus', about to exit the south side of the Gulf of Tehuantepec on their way to Puesa del Sol in Nicaragua.

Nereus, which for many years had been based out of Nuevo Vallarta. Menzie is such an interesting fellow that we did an interview with him last year. We would have run it, too, had it not disappeared to an unknown part of our hard drive. We

plan to re-do that interview the next time we see him. Among Menzie's many contributions is being a co-founder of the Banderas Bay Regatta. Furthermore, over the years he took many local kids, sailing novices all, as racing crew in that regatta — and still usually won his class. More recently, Menzie headed up Robert Membrano's **Puesta del Sol Hotel and Marina** project in Nicaragua. In fact, a couple of months ago, he delivered Membrano's San Diego-based Peterson 46 **Puesto del Sol** to Nicaragua. Since he's now delivering his own boat to Nicaragua, you've got to figure he's planning on staying awhile. We just learned that there's an excellent surf break in front of the Puesta del Sol property that faces the ocean. The break is so good that a wetsuit company recently hosted an international surf contest there.

Dennis Biby of the Keehi Lagoon-based **Sun Po** — and formerly Pier 39 — has put together a well-organized and effective website that illustrates the poor job the State of Hawaii has done running their harbors — which are a disgrace. If you

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don't believe us, visit www.hawaiiboaters.org. It's got the photos and the facts. As most mariners know, the Ala Wai Yacht Harbor in Honolulu has had to close countless berths because they were unsafe. That's a lot of revenue flying out the window. On second thought, can't be all that much money, as the state only charges \$2.90/ft to \$4.10/ft for berthing. Those folks must be living in the '70s. Further contributing to the terrible situation is that the state is wasting incredible amounts of money — such as paying \$1,000/day for a vacant acre of land. www.hawaiiboaters.org posted the story that first appeared in *Environment Hawai'i*. Here's an excerpt:

"Seven years ago, *Environment Hawai'i* reported on the state's lease of an acre of privately-owned vacant land at Ma'alaea Harbor on Maui's southern coast. The lease, with real estate agent Don Williams, locked the state into 30 years of rent that allowed Williams a minimum 8% return on the value of his property, subject to escalating biannual reappraisals. And my, how those appraisals have escalated.

From an initial agreed-upon valuation of \$1.8 million in 1994, Williams now calculates the state's rent based upon a \$4 million appraisal done at his behest in 2002. Even this, according to Williams, is a gift to the state. He claims the property is actually worth \$6.3 million. And even as mortgage rates reached historical lows in 2002, the state, under lease terms, was paying Williams' rent that gave him an 8.75% return on his appraised value. Recently, the poor state of public facilities at Ma'alaea Harbor has been described in news stories. The harbor is used as a staging area for snorkel and sportfishing tours, yet there is just one



Given the hazardous and rag-tag condition of the Ala Wai, it's a wonder any company has been willing to offer liability insurance.

working toilet for men, and two for women. Most boats using the harbor, which is managed by the state Division of Boating and Ocean Recreation, have to pump their bilges at sea, since the harbor has no suitable sewage pump-out station. Moorings are ancient. The parking



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spaces available to the public are rarely enough. Some commercial tour operators have to lease parking space for their customers from the nearby Ma'alaea Triangle shopping center. Harbor users have complained that the money they pay to use the facilities is not being spent at Ma'alaea. The fact is, plenty of the revenue in the Boating Special Fund is being spent at the harbor, but much of it — more than \$333,000 a year — is being flushed away on the Williams lease, leaving the state with nothing to show for its money. And unless the state manages to purchase the land or buy their way out of the lease, the state can look forward to paying out at least that much — and probably much more — for the next 20 years, the term remaining on the lease."

By our calculations it takes the berth fees from about 160 40-ft boats paying the maximum State of Hawaii rate just to pay for one unused acre of land at Ma'alaea Harbor. No wonder the infrastructure at Hawaii's harbors is in such bad shape. We've said it before and we'll say it again, the State of Hawaii has repeatedly demonstrated that they are in-



Three loyal employees of the Acapulco YC. From left, Efigenio Garcia, head waiter; Jose Marques, harbormaster; Jose Angelcaro, reception.

capable of running harbors. In the best interests of everyone, they should be privatized.

We don't know what it is about the Acapulco YC, but it seems to breed loyal

employees. Harbormaster Jose Marques has been there for 32 years — and he's one of the newcomers! Efigenio Garcia, the Head Waiter; Pablo Lorenzo, Head of Reception; and Jose Angelcaro, also Reception, have all been there for 39 years. In addition to being great guys, they have terrific memories, and are able to recall many boats and crews — even those who haven't been by in years. The Acapulco YC is a good one, so if you find yourself in the area, be sure to stop by.

Can't find a copy of Jim Elfer's **The Baja Bash**, his guide to bringing a boat from Cabo back up the coast to San Diego? The good news is that he's releasing it to the public domain so we can post it on the *Latitude* website. A final version of it will be up soon.

Having recently become the Marina Manager at the soon-to-be-opened **Marina Costa Baja** just outside of La Paz, Elfers is too busy to do any writing right now. According to him, Mexican Manual Arango bought the property 30 years ago with a vision of creating something very special — and his dream is now close to

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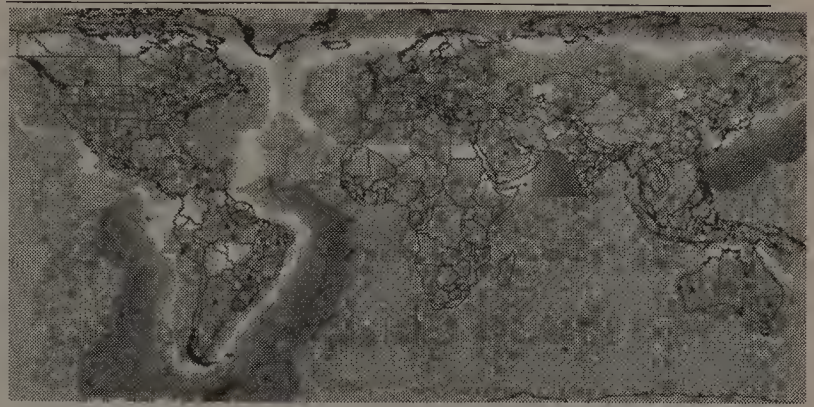
becoming a reality. The \$35 million that's being put into the luxury home, hotel, and 270-slip marina complex is, according to Elfers, the largest private or public investment ever made in La Paz. The hotel will be run by Fiesta Americana, while the marina will be managed by Elfer's employer, the Bellport Group of Newport Beach. "The marina is geared toward the higher end of the market and larger boats — we'll even have a number of berths set aside for 120-footers," says Elfers. "The marina will have Newport Beach-type amenities, and will be run at Newport Beach standards." Although Costa Baja's market is the upper-end boatowners, it will also indirectly benefit more budget-oriented cruisers. That's because by next fall the marina will have doubled La Paz's supply of slips, meaning it's more likely there will be open slips during the high season at Marina de La Paz and Marina Palmira. As you might expect, the Costa Baja complex will have a yacht club, pools, restaurants, and a free shuttle service to town eight miles away. Elfers is delighted to report that owner Arango is a very en-

vironmentally-oriented guy. "While building the marina, we found some live coral. Arango paid for biologists to scoop it up by hand and transplant it." If you're interested in a berth at an upmarket marina in La Paz for this summer or

winter — with discounts of up to 30% for the first six months — email Jim at jelfers@bellportgroup.com or give him a call at 011-52-612-12-16210.

Wow, 270 new slips in La Paz, and eventually — it's not certain when — 625 new slips at San Jose del Cabo! Real estate, which has already been on fire in Southern Baja with the arrival of U.S. title companies, is bound to boom even more.

Over the years, both **Iridium** and **Globalstar** satphones have been sponsors of the Baja Ha-Ha, which has given the Grand Poobah/Wanderer opportunity to use both of them — at least in Mexico.



Globalstar has worked well for us in Mexico north of Acapulco, but this alleged coverage map reads like fiction to us.

We used the Iridium phone shortly after the service was introduced four years ago, and at the time about 80% of the calls on the way to Cabo went through. The sound quality was not, however, very good. For the last several Ha-Ha's, we've used a Globalstar phone. About 90% of those calls went through, and the sound quality was superb.

For our 25th anniversary cruise to the Caribbean this winter with *Profligate*, we decided to take a Globalstar phone because we knew it had excellent sound quality and because the Globalstar cov-

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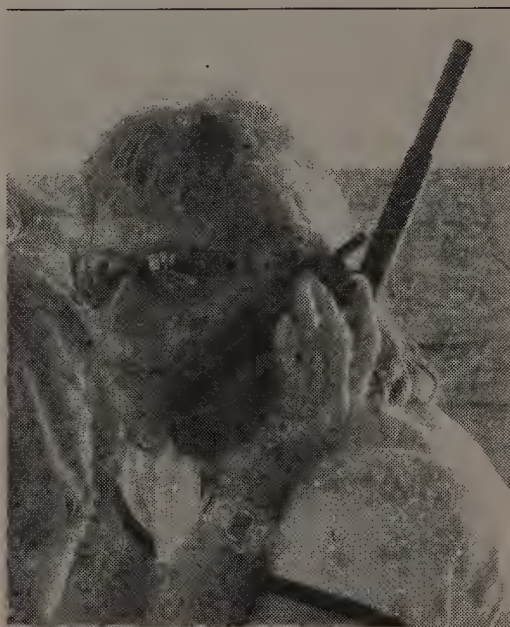
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CHANGES

erage map — see the accompanying illustration — indicated that there would be coverage all along our route. There was not, and we now know we should have taken an Iridium. Based on countless failed or dropped Globalstar calls, we reluctantly have to conclude that the Globalstar coverage map is a work of fiction. Our Globalstar phones didn't work south of Acapulco to the Panama Canal, and from the Canal over to the Eastern Caribbean. Even in the Eastern Caribbean the service was unreliable. Maybe they don't have enough satellites or maybe it has something to do with the fact the satellites have to be shut down for recharging. But the system doesn't work in those areas.

Some of the crewmembers on *Profligate* brought along Iridium phones, and these phones always worked. The surprise was that the Iridium sound quality has improved dramatically. It's not quite up to Globalstar standards, but it's perfectly acceptable to us. Our verdict? Globalstar is fine — even superior to Iridium — in Mexico. Beyond Mexico and offshore, Iridium is the only option because



LATITUDE/ANDY

Misused Satphones can ruin an offshore experience, but they are a godsend for family emergencies. More and more cruisers carry them.

Globalstar phones just don't work.

Instant communication, of course, can be a curse offshore. The last thing anybody needs to hear while enjoying offshore solitude is somebody checking

stock prices or yelling instructions to employees back home. On the other hand, sometimes there is no substitute for instant communication. Several hours before *Profligate* arrived in Acapulco, we received an email at our office saying that one of the crewmembers had to call home ASAP because of a family emergency. Using our **Skymate** email service, we sent an email to the boat. As soon as a satellite passed over — only a short time later — the crew was alerted there was a message. Getting the email, the crewmember used the Iridium satphone to call home and find out that his aged father had suffered two heart attacks. But thanks to the satphone, the crewmember was both able to speak with his father, and later make reservations to fly out of Acapulco immediately. So in some cases, the ability to communicate is priceless.

Coincidence or are they all using the **same satellite**? Just before the northwesterly bound *Profligate* reached Acapulco, the XM satellite radio system kicked in, the Globalstar satphone started working regularly, and the Skymate email

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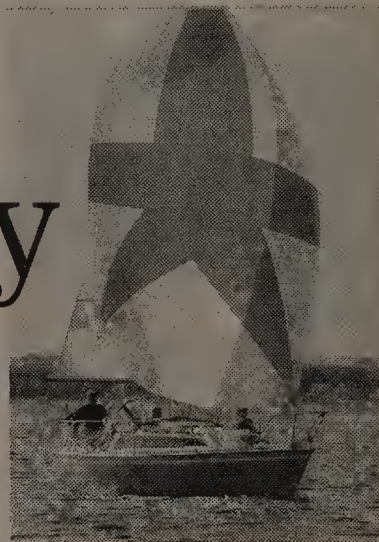
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system went from being in contact with a satellite 23% of the time to 38% of the time. Maybe all three systems work off the same bird.

"In the past we've read about the obsession some cruisers in Mexico seem to have with the weather," write Kirby and Pam Coryell of the Lafayette-based **Tayana 52 Beach Music**, "and now we've experienced it firsthand. On a trip from Navidad to Puerto Vallarta, we stopped over at Chamela. During an electrical storm one night, the wind peaked at 22 knots — no big deal. The next day we were hailed by boats going south, warning us to take shelter as a 50-knot storm was coming. Then I heard them discuss the winds from the night before — which had suddenly jumped in strength from 22 to 35 knots! The southbound boats pulled in to wait out the 'storm', while we continued on our way to Puerto Vallarta. We never saw wind over 12 knots. We're convinced that many cruisers in Mexico embellish wind speeds, and/or don't understand the difference between true and apparent windspeed.

"We love the reports on 'Lectronic from the Caribbean," the Coryells continue, "and note that the recent ones have been sent by way of the **Skymate** email system. We installed this system in less than two hours last June before the start of the TransPac, and it's worked perfectly all the way to Hawaii, in the Pacific Northwest, and now in Mexico. The software is so easy to use that there is no learning curve. Skymate is the coolest and most reliable communications equipment on our boat. It has a green light that indicates when you have mail, and you send emails by dropping them into an 'out' basket. When a satellite goes overhead, they



Living well with adversity. When Don Engle learned that his 70-ft cat wouldn't be done on time, he and friends chartered a 47-footer.

are automatically sent out. The equipment is less expensive than an SSB modem, and will only improve with time — as opposed to SSB technology, which is out of the '50s. The downside of Skymate is it only accepts text with limited files, and is too expensive for long messages."

What would you do if you were having

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CHANGES

a gigantic **70-ft Shuttleworth catamaran** built in New Zealand, and you learned that the builder had underestimated the man-hours needed by 34,000? Yes, 34,000! If you were Don Engle of the East Bay, you'd schedule a meeting with the builder, who may be on the verge of going bankrupt if the deal isn't renegotiated. But first, you'd charter a Moorings 47 catamaran in Tonga. Even that wasn't easy, for when Engle and the other charter guests were ready to board the Royal Tongan jet for Tonga, they learned it had been repossessed! At least they had a fabulous time sailing in Tonga, and when it was all over, Engle worked out a new deal with the builder that he hopes will see his giant cat splash on August 23.

"My new Atlantic 55 cat **Javelin** is still in the British Virgin Islands," reports multihull designer Chris White of South Dartmouth, Mass. "I packed her up after the BVI Spring Regatta in which we won the multihull class. It was great being able to duke it out with **Skyjack**; we were consistently faster upwind and slower downwind. Having been away so much since last December, I then had to fly back to

work. I'll be sailing *Javelin* to Bermuda in June, as my wife wants the cat in Massachusetts for the summer. I'm resisting, as it's too crowded, too cold, and the assholes are starting to outlaw anchoring just about everywhere. I can't think of any reason to be here with a boat like *Javelin* in July and August. I hope to spend some of next winter in the Western Caribbean, as various friends have been consistently giving Belize/Honduras/Rio Dulce high marks. It's supposed to have great fishing and diving, nice sailing behind the reefs, and not be so crowded."

"Not everyone likes catamarans," reports Blair Grinols of the Vallejo-based 46-ft **Capricorn Cat**, who most recently has been in Tonga and Western Samoa. "The following report is from Rixzene of the 63-ft Ted Brewer-designed aluminum monohull **Karmaladen**:"

"With our batteries and stuff having arrived in Majuro, Marshall Islands, Joanna and I jumped aboard *Capricorn Cat* in Aur, along with Keith and Susan Levy of **C'est La Vie**, to sail to Majuro

and pick up stuff for six boats. For years people have told me that catamarans are more stable than monohulls, so I was really interested to see for myself. Well, it blew 25 knots with 12-ft seas, and we did the 63-mile trip in six hours. Perhaps I'm just familiar with the motion of my own boat, but I found the quicker and jerkier motion of the cat in such big seas to be more uncomfortable than our monohull. I was down most of the trip back to Aur, as the boat was slamming into the big seas. I felt every bump and jar. So I'm not really enthused about a catamaran now, but certainly would get one when I stop crossing oceans, as cats are quick and comfortable in light winds and moderate seas."

Rixzene is correct, catamarans do have a quicker and jerkier motion. As almost all catamaran sailors — including Bruno Peyron, Grant Dalton, Steve Fossett, and the Wanderer — will tell you, catamarans are at their worst sailing upwind in big seas. As Peyron famously said while establishing a new Jules Verne Record with the maxi cat **Orange**, "I'd gladly reach 200 miles rather than sail 100 miles upwind

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in a cat." Indeed, if all sailing were upwind in 12-foot seas, we'd have kept *Latitude's* Ocean 71 **Big O** rather than have gotten a catamaran. Of course, we're not Blair Grinols, who at age 70 doesn't let anything stop him and his cat, which has put more miles beneath her daggerboards in the last eight years than just about any boat we can think of.

"Can you remember the last time the harbormaster shook your hand and welcomed you to port after guiding you to your guest slip in the marina?" ask Bruce Schwegler and Donn Erickson of the Portland-based Mayotte 47 cat **Delphinus**. "Well, we got that most pleasant welcome from Señor Enrique Laclette, who speaks English fluently, at Marina Chahuè (Chah-WAY) in Huatulco, Mexico. Built in 2001 by Fonatur, the Mexican tourist development agency, Marina Chahuè is a modern marina on the eastern side of Huatulco in Bahia Santa Cruz. Locally known as Bahia Chahuè, it's not yet on *Charlie's Charts*. The marina monitors channel 16 and will help you find your way in. The marina has 86 slips, standard electrical connections, and potable

water. A small *palapa* has toilets for men and women, an outdoor shower, and a gathering place for cruisers.

"Enrique's attitude is that he's there to make your stay a pleasant one," continue Schwegler and Erickson. "He will drive cruisers to the gas, diesel, and propane station to fill tanks as needed. We had to have a part made by a local machine shop, so Enrique drove us to the shop and helped explain our needs to the highly-skilled, Spanish-speaking workman. The harbormaster also enjoys conversing with the cruisers and joins in potluck dinners. An experienced sailor who owns a MacGregor 26, he understands the needs of cruisers. Huatulco is often the southbound jumping off point for the Tehuantepec, and is an easy port to check out of Mexico. Customs is located at the airport, a 15-minute taxi ride from the marina. But if there are three or more boats ready to check out, the harbormaster can arrange to have a customs agent come to the marina to do the processing. Marina Chahuè is located a

pleasant 20-minute walk — or 16-peso taxi ride — from the town of Las Crucecita. This was built in the '80s as a tourist resort, and offers a wide variety of shopping opportunities. Not having been able to read about this delightful port ahead of time, we found it to be a wonderful surprise and suggest everyone headed this way include it in their cruising plans."

If you're planning on doing the Ha-Ha this fall and will be in Southern California early this August, we have a Ha-Ha tune-up event for you — the 86-mile **Santa Barbara to King Harbor Race** on August 6. The course is from Santa Barbara, around Anacapa Island, to the finish at Redondo Beach. Invariably, the race/cruise has three parts: a close reach to the island; a dead downwind run in what's likely to feature 15 to 20 knots from Anacapa to Pt. Dume; and a light air downwind finish in Santa Monica Bay. If you do the race in a cruising boat, you're likely to have to do some night sailing. The three different types of sailing and the day and night sailing, make it a great warm-up for the Ha-Ha. We'll be there with *Profligate* again this year, and hope you will, too.

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MOORE 24. Great condition. Hull #64. New SC main and #1. Trailer, OB. Dry-docked at EYC. \$13,000. (510) 547-1993.

WEST WIGHT POTTER 19, 2001. Very nice boat with trailer, 4-stroke outboard, stove, Porta-Potti, running lights, one 90% and one 140% jib with whisker pole. \$9,000. Call (209) 869-3254.

GREAT DAY SAILER in good condition. Full set of sails, main, jib. 22-ft Columbia with new 5 hp Evinrude longshaft motor, roller furling. For a picture go to: <www.vyc.org/boat> \$2,000/obo. Call (707) 554-3499 or Vallejo Yacht Club.

POWERSAIL MacGREGOR 19, 1993. With trailer and 50 hp Tohatsu. Refurbished by Arena Yacht Sales 1997. Seldom used. \$6,000/obo. Must pick up in ClearLake CA. Fully equipped, extra genoa. Call (650) 225-2049 (wk) or (650) 637-1575 (hm) or email: abc@gene.com.

ISLANDER 21, 1965, WAYFARER. Updated mast, boom and standing rigging with all internal lines leading to cockpit. Fixed torpedo keel, 6hp OB. Porta-Potti, tandem-axle trailer. Great, stable, trailerable sailboat, all ready to sail. \$2,500/obo. Call (916) 771-4673.

CATALINA 22, 1978. New swing keel, 9.9 Yamaha 4-stroke, including trailer. Bristol condition. Mast-up kit, main, jib, genoa. VHF, stereo, 2 bat system, safety package. Many upgrades, ready to sail, lake boat. \$5,900. Call (707) 262-0172.

RANGER 23, 1976. Great Bay cruiser. 6 hp Johnson, VHF, safety gear. 2 jibs, gennaker, no spin gear. Bottom 5/03. New cushions, clean, 2 anchors. \$2,750/obo. Please call (510) 769-1084 or email: yachtmd1@comcast.net.

WEST WIGHT POTTER 15. Hull with trailer and interior cushions. No sails, mast or rigging. Other commitments have ended restoration project. \$1,000 or trade. Call (415) 898-1436.

TWO SAILBOATS. Montgomery 17, very good shape, \$6,500. Farrier trailer-tri 680, 22'4", very good also, \$15,000. Both with trailers, OBs, other stuff. 100 miles north of Los Angeles. All offers considered. Mike (661) 823-1091.

BENETEAU 235. Nissan 9.9, PHRF 174. Wing keel, head, galley, nav, sleeps 4. Rebuilt tandem trailer. 3 bags, marine radio, 2 coats bottom paint 5/21/04. Faired keel/wing. Upgrades. Great club pocket racer. \$12,500. Please call Kory/Napa (707) 291-0891.

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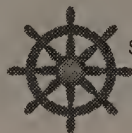
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19-FT LIGHTNING. Responsive and solid hard chine center board sloop with trailer. Fiberglass hull, aluminum mast, stainless centerboard, 2 suits of sails, barrier coat and bottom paint, outboard motor bracket, cover and lots of strings to tweak. Try: <<http://www.lightningclass.org/brochure.html>> for more Lightning info. Great condition. \$2,500. (707) 974-3157 or (707) 217-4033 (eves).

1999 RAVE 17. Two-person trimaran with hydrofoils, sails, almost fly-like. A mini 60-ft tri, set up for rough water, with trailer. \$3,500. For details please call Steve (415) 928-6311.

CATALINA 22, 1974. Includes trailer, 7.5 hp Honda outboard, 5 sails including racing Mylar 150 and spinnaker. Knotmeter, transom-mounted swim ladder, bottom and keel redone with Inter Protect barrier coat, more. \$3,495. Call (530) 306-7245.

SAN JUAN 24 with float on/float off dual-axle trailer. Heavy duty tabernacle can be rigged for single person lift. Great shape to cruise or race. \$6,000/obo. For photos and additional information email: hurricaneagain@yahoo.com.

SANTANA 20 FIXED KEEL. Trailer, 4 hp Evinrude longshaft outboard. Cruising spinnaker, 120 and 90 jibs. Freshwater sailed, ready to sail. Please call Chuck (530) 221-6625 or fax: (530) 221-6036 or email: cthco@aol.com.

CATALINA 22. Great condition, 1982 swing keel, 8 hp Nissan, 3 jibs, 120% genoa. Pop-top, Porta-Potti, completely equipped, documented maintenance history, ready to sail. Boom vang, bilge pump, compass, PDFs, extras. Surveyed last fall. Photos <www.home.earthlink.net/~blue-shift/Catalina22.html> \$3,900. Call (650) 888-0442.



COLUMBIA 22. 6 hp outboard, less than 20 hours. New main and jib, large cockpit, good condition. Located at Fortman Marina, Alameda. \$2,750. Call Jeff (510) 693-6736.

CATALINA 22 POP-TOP, 1984. Swing keel, trailer, outboard. Too many accessories to list. \$4,500/obo. Also, Bill Tripp 31, 1976, *Sea Fearrer*. Big bang for ocean cruising buck. Lots of extras. Stockton Sail Club. \$9,500/obo. Call CD (209) 533-4437.

J/22, 1989, HULL #708. Dry sailed, great condition. Full set 2003 Quantum sails including AIRX 650 spinnaker. Harken carbo blocks, trailer in good condition. New 2003 Mercury 4-stroke outboard, many extras. Stored in Monterey. \$11,000. Call (520) 403-0522.

BENETEAU FIRST 235, 1988. Perfect condition, very well maintained, upgrades, new windows/lines rewiring, 5 hp Honda outboard. Spinnaker/gennaker barely used. Sleeps 4. A must see. \$13,900. Email for pictures: suberg@gate.net or call (415) 509-0595.

CATALINA 22. Fin keel, 9.9 Evinrude, 3 jibs, spinnaker, tabernacled mast, rigging refit and upgraded. Custom interior, pop-top, Porta-Potti, dc cooler, AM/FM/CD player. Completely equipped, ready to sail. Custom 2-axle trailer, new wheels and axles. 20-ft launch ramp trailer extension. Buyer bonus, receive 2004 resort and dock privileges at Spanish Flat Resort, Lake Berryessa. \$4,750. Call Chris (831) 476-4330 or email: cimahla@aol.com for equipment list, custom features, pictures.

25 TO 28 FEET

SANTA CRUZ 27. Good condition. New sails, practice sails. New standing rigging and windows. SSB, VHF, SSB radio. Good epoxy bottom. Many extras. \$12,500. Call Matt (408) 858-2405.

MacGREGOR 26X, 1996. Good condition, 50 hp Tohatsu. Dual batteries, dual battery charger. Mast raising system, boomvang, bimini, swim ladder. New disc brakes on trailer. New jib with roller furling. Spare wheel and tire. \$13,500. Call (805) 343-1765.

OLSON 25, 1984. New Doyle main, #2, #3. Recent double-spreader mast, standing and running rigging, Harken furler, bottom paint. Deluxe interior, original gelcoat, grey with white deck. Many extras, very clean, excellent condition. Trailer. \$13,000/obo. Call (831) 768-6930.

COLUMBIA 26 Mk II, 1970. Sausalito berth near Mollie Stones, deli, restaurant and West Marine. Beautiful Richardson Bay slip, one of the best sailing locations on SF Bay. 1/2 hour to the Gate. Usually a west wind guides you from the harbor and back on a nice reach. Standing rigging replaced a few years ago, bottom painted 2002. Cleaned twice/year. Well maintained. New main and 120, Honda 10 hp 4-stroke. \$4,200. More details via email: sparky23@aol.com or call (650) 366-7285.

PEARSON 26, 1978. 9.9 Honda 4-stroke engine with only 30 hours. Great condition. Very clean boat with beautiful lines, new cushions. New jib, CD player and a large, open cockpit. Sleeps 4 comfortably. \$6,900/obo. Kim (415) 332-5037.

MacGREGOR 26, 1989. Honda 8 hp, 3 bags of sails, trailer, VHS-FM and more. \$4,950/obo. Must sell. (209) 835-4699 or email: erniem@inreach.com.

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NOR'SEA 27. Rear cockpit, fresh bottom, recent survey. New running rigging, dinghy, \$27,950. See at South Beach Harbor, G-91, after June 14. Call me onboard at Sprint Cellular (913) 219-3724 for appointment. Email questions to Jim: jhcf44@umkc.edu.

CATALINA 27, 1971. Hull #56, good condition, hull repainted 2002. Johnson 9.9 outboard. 1 main, 2 jibs, sleeps six, TV/VCR on board. 1998 survey available. Berthed Brisbane Marina, slip stays with boat. \$5,000. Call Tim (650) 299-0415.

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O'DAY 27, 1976. Yanmar diesel, new dual battery charger, 2 new batteries, 2 jibs, lines to cockpit, 6' headroom, refrigeration, Porta-Potti with pump-out on deck. Teak interior and more. Great Sausalito slip near West Marine. \$12,000/obo. Call (707) 373-8800.

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CORONADO 25, 1969. Newer rigging, standing and running. New sails, self-furling Harken system. All lines aft. Great little sailer. Honda 7.5. Located Pittsburg Marina. \$3,000. Call Chris (925) 989-3629.

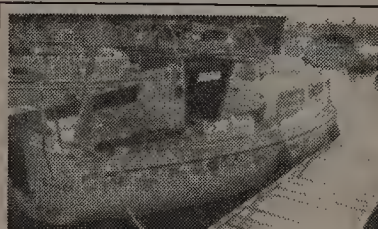
MacGREGOR 26, 1989 with trailer, water ballast, stove, pressurized water, depth, GPS, stereo, autopilot, 2 batteries, VHF. 8 hp 4-stroke, extra sails, spinnaker, custom cover. Gorgeous boat. \$6,995. Also 6.8 oz. fiberglass, \$3/yd. Call (530) 432-1785.

ERICSON 27, 1978. Wheel, teak interior, Atomic 4. Autohelm, DS, VHF, CO sensor, sniffer, ss swim ladder. New bottom, cutlass bearing, deep-cycle batteries 2003. Standing and running rigging, cushions, carpet, Force 10 cabin heater 2001. \$7,000. Call (925) 516-2877.

O'DAY 25, 1977. Very good exterior. Cabin interior excellent. Fin keel, approx. 1999 15 hp Johnson, electric start, like new. No trailer. Steal for \$2,500. Clean boat. New cushions, carpet and drapes. Please call (925) 458-9702.

CATALINA 27, 1978. 15 hp Johnson longshaft. Excellent condition, lots of equipment, tiller, Autohelm, batteries, main, 90% and 150% jibs. Flush head, holding tank, anchor and rode. VHF, stereo, horseshoe ring, more. \$6,950/obo. Al (530) 342-1330 or email: liersch@dcsl.net.

MacGREGOR 26, 2000. Trailer. Immaculate condition, kept inside, gelcoat finish like new. 50 hp EFI Evinrude 4-stroke, low hours but well maintained. Jib furling system, extra battery, compass, sail covers, cushions, speed, depth, fishfinder, sun shade and many more options. \$19,750. This is like a new sailboat with a 33% discount off a new MacGregor. Call (707) 252-2037 or email: ffmahoney@napanet.net.



SANTANA 27. Very good condition, main, 4 jibs, Nissan 9.9 4-stroke. Propane stove, new marine head with holding tank, A/C shorepower, sink, ice box, battery and charger. Depthfinder, compass, tiller with Autohelm. Blaupunkt radio and CD. \$8,000. Call (707) 226-7209.

ERICSON 26, 1980. Sloop with deep keel. Mercury 9.9 outboard, electric start, cockpit controls. New mainsail, sail cover, batteries, cockpit cushions. Sink, Porta-Potti. Roller furling jib. Clean. Sails well. \$4,999. See in Vallejo. Call (707) 590-0866 or email: KristineKayMietzner@hotmail.com.

MacGREGOR 26X, 1998. Easy single-hand, ready to cruise Bay/Delta or trailer to San Diego, Seattle, ?? Sleeps 4 adults, galley with 2-burner stove and sink, self-contained head with sink, cockpit and interior cushions, teak trim, bimini, swim ladder. Trailer with surge brakes, roller furling, sail covers, compass, extra fuel tanks, extra battery, mast raising system, 50 hp engine with power tilt. Always maintained in dry storage. Located in San Rafael. \$10,000. Call (707) 865-9073.

COLUMBIA 26, 1969. New rigging 2003. Keel bolts/keel fiberglassed 2000. 14.9 Johnson outboard motor. Perfect for Bay sailing. Needs bottom paint/new cushions. Bought new boat, must sell. Permanent Berkeley marina berth on beautiful M dock. \$2,900. Call (707) 374-4775.

CAL 2-27, 1977. Excellent Bay/Delta cruiser/club racer with real 6' headroom in both cabins. Sleeps 4-5, draws 4'3". Atomic 4 runs great. Boat is in very good condition inside and out. New since 2002: Upgraded rigging, prop shaft, autopilot, ports, battery charger, bottom paint. Self-tacking jib. Stockton. \$8,900. Call (209) 477-8201.

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SANTANA 525, HULL 154. Great condition, race rigged, easily singlehanded. Old sails, 3 mains, one 155%, one 100%, one staysail. Spinnakers: one masthead, one fractional. Johnson 4 hp, trailer, solar panel, knotmeter, compass. \$4,500. In Fresno, delivery in California. Call (559) 323-9487.

COLUMBIA 26 Mk II with transferable Berkeley slip on M dock. Good condition. New main, jib, and sail cover, good genoa and spinnaker. New standing rigging 2001, bottom painted 2003. Johnson Sailmaster 8 outboard. Call Alex (925) 899-1366 or Bud (415) 378-7952.

CUSTOM BUILT CAT KETCH 25, 1987. Heavily-built fiberglass pocket cruiser. Easy to sail and fast. Very nice little ship. Sausalito berth. \$5,000. Call Autumn (415) 309-5809.



NONSUCH 26, 1983. Quality-built by Hinterhoeller. Wishbone cat rig. Ideal singlehanded or family sailing. All lines to cockpit. Sails beautifully. Wheel steering. Nicely finished teak cabin. Full galley, large icebox and 2-burner propane stove with oven. Enclosed head with sink. Setee with folding table converts to 1 double and 1 single bunk. 2 quarter-berths. Westerbeke 21 hp diesel, under 1000 hours. Lots of storage below and in cockpit lockers. VHF, depth, knotmeter. New batteries. Includes inflatable, anchors, etc. \$36,000. Monterey. Call (831) 641-0103.

LAGUNA 26, 1986. One-owner boat. Maxi trailer sailer. Queen aft bunk. 6-foot headroom. 3 jibs, spinnaker, VHF, new depth and log. Recent rigging, all led aft. Honda 7.5. \$7,995. Will deliver on like-new trailer. \$1,950. Call (888) 708-6285.

MacGREGOR 26X, 2000. Heavier water ballast. Great for Bay use. Enclosed cockpit, 50 hp, many extras. Excellent condition. Call (530) 864-2557.

NEWPORT 27, 1980. Wheel, roller furling, rigged for singlehanded sailing. Universal diesel. Hauled and bottom done Jan. 2003. Great Bay boat and weekend retreat. This boat is in Sausalito and ready to go. Only needs your time to sail. \$8,000/obo. Call (530) 757-6021.

CATALINA 25, 1980. Good condition. GPS, depthsounder, fixed fin keel, new mainsail, 2 jibs: 110, 135. 10 hp Mercury motor. Pop-top with enclosures, new alcohol stove, bottom paint 2002, original interior, stereo. Sierra Point slip. Clean. See: <www.cometstudios.net/catalina25> \$6,900. Call Comet (415) 642-8000.

CORONADO 25, 1967. Hull #384. 5 hp, 4 cycle engine. Nice old boat. \$2,000. Call (510) 522-6106.

OLSON 25. Voted Top 5 PHRF boat by *Sailing World*. Santa Cruz-built boat. Fun and competitive SF Fleet. Many upgrades and sails. Superb race record. In excellent condition. \$11,950. (415) 453-7245.



NOR'SEA 27, 1992. Aft-cockpit sloop. Yanmar diesel, Profurl, full batten main, Monitor windvane. Twin Bruce anchors, 300' chain, washdown, watermaker, sleeps 6. Garmin chartplotter, Signet instrumentation, autopilot, factory teak interior, inverter, VHF, dodger, refrigeration, triple-axle trailer. Will deliver. \$67,000/obo. (970) 464-1280.

VERTUE 25. Classic Laurent Giles design. Sail #138. *Aries II*. Solidly built of teak in 1956 by Cheoy Lee Shipyard. Good condition. Regularly sailed on SF Bay. \$9,500. Please call Peter (510) 654-5578 (hm) or (415) 973-2286 (wk) or email: pxo2@pge.com.

CAL 2-27, 1977. Good condition, 6 bags sails, full battened main, spare main, spinnaker, knotmeter, VHF, depth, new non-skid, tiller, diesel, new water pump, stereo. Clean boat, easy to sail. \$9,000. Call (831) 423-5641.

CATALINA 25 WING KEEL, 1982. Furler 135 jib, genoa, lines led aft, trailer. Yamaha 9.9 electric start, depth, pop-top tent, fold-up dining table, easy-up mast equipment, refinished woodwork, solar powered battery charger. Worth \$15,000, make offer. Call (530) 306-9872 or email: rhone@innercite.com.

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MacGREGOR 26X, 1997. Cruise at 55, 18 or 6 knots. Trailer, 50 hp Tohatsu, furling 135% genoa, VHF, cushions, stove, new carpet, autopilot, dual batteries, and more. Located SF Bay, but can deliver in CA. \$15,900. Call Rick (530) 752-7409.

RANGER 26, 1971. Hauled out 2004. 3 jibs, 8 hp Johnson. Pt. Molate berth. Sailed regularly. Asking \$6,000/obo. Call Mike (707) 354-0244.



OCEAN SAILING SANTANA 25, 1976. \$5,800. Well maintained with slip in Half Moon Bay and trailer. Honda 4-stroke 8 hp outboard. Setup for singlehanded. Many sails. Bottom done and new shrouds. Sink and water tank. Call (650) 251 0009 or mkitsh@pacbell.net.

SAIL-READY CORONADO 25. Clean, loaded, everything led aft. Double reef main, roller furling, genoa, race rigged. 6 winches, anchor, rode, shore power, VHS/VHF/DS, knotmeter, stereo. Sleeps 5, microwave, galley, dinette, Nissan longshaft. \$3,300. Call (209) 465-1937.

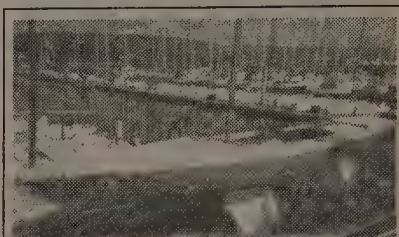
26-FT J/80, 1993. 5 hp Yamaha. Bottom stripped/redone 2 years ago. New standing rigging, 2-year-old sails: Two .75 spinnakers, one 1.5 heavy, main and jib very good condition. \$28,000. Call David (415) 664-5423 or email: dpacchini@yahoo.com.

CATALINA 25, 1982. Pop-top, 8 hp Nissan, low hours. Cushions and rigging like new. Bottom needs scraping but very good condition. Richardson Bay Marina, Sausalito. \$3,600/obo. Please call (775) 722-0394 (11am-7pm) or email: kerry paula@charter.net.

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MacGREGOR M-26X, 1998. 4-stroke Mercury 50 hp outboard motor. Standard equipment with lots of extras. Trailer is a MacGregor M-26X, 1997, single-axle with surge brakes. Priced at \$18,000/obo. Call (916) 371-3985.

RANGER 28, 1977. Always kept in fresh water. Gary Mull design. Great cruiser/racer. 7 sails including brand new main. New sheets, new fuel tank, engine completely refurbished 2003. \$11,500/obo. See photos at: <http://photos.yahoo.com/gastonmartin> Call (509) 838-1266.



SOLING 27, 1970. Light blue hull, white deck. This old lady is still in good shape and sail-ready. Updated cockpit layout. Raised floor. Dry sailed. Includes trailer. \$2,500. Please call (510) 434-7500 or email: paschwanden@lomb-art.com.

MORGAN 28. 15 hp Westerbeke diesel, roller furling, sleeps 6. H/C pressurized water, electric head with shower, 3-burner stove/oven, BBQ, dinette, 6'+ headroom. We've moved and need to sell this great boat. *Second Wind* is berthed in Marina Village, Alameda. \$15,000. Please call (831) 335-7630.

NEWPORT 28, 1974. Newly rebuilt Atomic 4. New halyards and vang. Sleeps 5. Great boat for SF Bay. Reduced \$4,800. Berthed in Emeryville. (315) 268-0237.

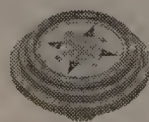
RANGER 26. A Great Bay boat. Hood working sails plus 2 extra jibs, 1 cruising spinnaker. VHF, GPS, depthsounder, many other extras. Honda 9.9. Berkeley berth. Ready to sail. \$4,500/obo. John (925) 934-4916 or (510) 724-0395.

29 TO 31 FEET

CATALINA 30. Loaded with gear Diesel engine, Harken RF, dodger, autopilot, VHF, GPS, depth, windspeed, knot indicator, electric windlass, 35-lb CQR, 4 golf cart batteries, refrigeration, microwave, AM/FM. \$27,000. More info on web: <www.dospalos.org/~joesboat> Please email: joesboat@dospalos.org or call (209) 392-3845.

YANKEE 30, 1974. Sparkman and Stephens design. Berthed in City of Monterey slip. Very good condition. Short rig. 10 hp Westerbeke diesel, 300 hours. New bottom paint. Recent thru-hulls. Radio, depthfinder, two jibs, spinnaker. \$17,500. Call (831) 915-7389 or email: brocsten@aol.com.

CHEOY LEE BERMUDA 30 KETCH. Sausalito. Teak hull, copper rivets. Hauled, painted and surveyed spring 2003. Boat in good condition. Price reduced to \$9,500 because of original Atomic 4 engine. Leave message at (415) 246-3900 or email: edsangster@aol.com.



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BRISTOL 30, 1972. Current appraisal at \$9,500. Fire sale: First bid over \$7,500 gets her. Full keel, cruising sails, Monitor windvane, gel batts, tiller, jackets, safety gear. Solid Bay cruiser. Atomic 4, great shape. Needs paint, TLC. Have kids, no time. Call Tai (415) 924-4325 or email: taisheridan@comcast.net.

CATALINA 30, 1989. Excellent condition, newer Pineapple main and jib, new Schaefer roller furler. Totally rigged by KKMI, 1999. Autohelm, whisker pole, adjustable backstay, Cunningham. Professionally maintained, diesel just serviced, new bottom job, not raced. Located Marin. Call (208) 720-0223.

ISLANDER BAHAMA 30, 1980. Excellent condition, many extras. \$19,900/obo. Berthed in Oyster Point. For more info see: <<http://www.mjasolutions.com>> follow 'sailboat' link. Call (650) 298-9043 or email: islandersavuti@yahoo.com.



ANDREWS 30, 1985. MORC racer/cruiser from Alan Andrews, PHRF 120. Masthead rig, new Navtec rod by Hansen Rigging. Bottom job 9/02 by Svendsens, maintained by FastBottoms. 9 sails: North, UK, Sobstad. Volvo, Spectra halyards, new spin sheets, GPS, tillerpilot, Nexus instruments, VHF, galley, offshore gear, porta-head, more. Fast, dry, solid offshore performer. \$18,000/obo. Located at EYC, Alameda. Moved to Seattle so must sell. Pix at website: <<http://www.toruspartners.com/powerplay/index.html>> or email: grittger@yahoo.com.

29-FT COLUMBIA 8.7, 1977. Atomic 4 overhauled in 2003, new thru-hulls and bottom 2003. Roller furling, double-reef main, rigged for spinnaker, new interior/cushions, refrigeration conversion, VHF, depth, CD/stereo, auto bilge pump, in-line charger/shore, wheel steering conversion, new lines 2003, stern swim ladder and more. Very clean, great Bay sail/racer/family cruiser. Located in Antioch City Marina/Delta. Asking \$12,500. Call (925) 754-7599.

CLASSIC MYRON SPAULDING PROJECT. *Loki*. This Triton 28.5 was one of Myron's final projects. It exemplifies the high standards of workmanship that remain a trademark of his yard, even today. May be inspected at Foundry Wharf, International Port of Petaluma. Sausalito built. Custom head with stainless holding tank. Yanmar diesel. \$11,950 price includes rich stories of *Loki's* history with Myron Spaulding's Boatworks. Please call Gardner Bride (707) 778-2377.

BAYLINER BUCCANEER 295, 1979. MD7A Volvo engine, 2 spinnakers, 4 headsails, 4 auto-inflate pfd's. Garmin 175 GPS, nav station. Too much to list. Very good condition. Responsive and fast. See at Alameda Marina, Pier 1, #76. \$12,800/firm. Email: eric_inman@excite.com or call (510) 817-1391.



NONSUCH 30 ULTRA, 1986. Nav station, diesel, wheel, dodger, all lines aft, double reef. VHF, depth, speed, wind, AP, GPS, charger. H/C water, Hillerange, refer, shower, cockpit grate and table, ladder. Spacious, beautiful, quality. \$76,000. Email: lindi-cloepfil@sbcglobal.net for photos or call (650) 638-9659.

CAL 29, 1971. Large sail inventory, heavy rigging for Bay or ocean. Electronics, refurbished Atomic 4, well maintained, clean. Racing or cruising. Extras. Go to: <<http://webspawnner.com/users/iroberts48/index.html>> for more info/pictures. \$10,000. Larry (858) 761-1734.

J/30, 1982. RAMBUNCTIOUS. 2003 Ventura County High Pt. champion. This fast cruiser is strong and safe. 138 PHRF, blue hull, Yanmar diesel, instruments, Autohelm, 2 batteries. 11 sails including new North 3DL, new spinnaker. Black tapered mast. Beautiful and clean. \$29,900. Call (805) 984-4058.



TRIPP 30. Beautiful, well-built boat designed by Bill Tripp, built in Holland. Extensively upgraded. Custom mahogany interior. Yanmar 2GM20F diesel with 400 hours. Full cover, dodger. Avon Redcrest and forced air Wallas heater. Awlgrip hull. Rigging controls set up in cockpit for singlehanded and ease of control. Located in Sausalito, CA. Asking \$24,900. Wayne (310) 551-2800 ext 204 (wkdays) or (310) 804-1322 (eves/wknds).

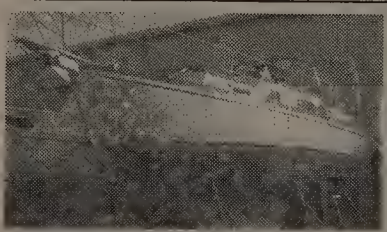
ERICSON 30+, 1983. 7 sails: Two mains, 4 genoas, spinnaker. Harkin furling, 7 Barient winches, B&G instruments, Autohelm, VHF, Loran, gel charger, diesel, Martek prop, pressure water, refrigerator freezer, propane stove. Sleeps 6. See: <<http://home.earthlink.net/~indig>> \$25,500. Call (925) 367-6250.

CATALINA 30, 1980. Many new/recent upgrades, including Yanmar diesel, standing rigging, furler and jib, lifelines, exhaust, internal halyards led aft. Wheel, VHF, depth/knotmeter and cockpit cushions. \$20,900. Call (650) 218-6807.

WANTED TO BUY OR LEASEBACK. 30-ft sailboat with inboard diesel, roller furling, in excellent shape. Ideal boats are Catalina, Yankee, Newport, Pearson. Boat will be used in a charter fleet and generate significant \$\$\$. Email: staff@spinnaker-sailing.com or call Drew (415) 543-7333.

CAL 3-30, 1975. Faster than most 30s. Huge interior. 6'3" headroom. Reliable Atomic 4 inboard. Roller furling jib. Lots of good sails. Cosmetically average. Structurally very good. Sturdy construction. Dirt cheap at \$8,500. Owner (510) 499-9211.

CATALINA 30, 1982. TR, new rigging. BS; new. Diesel engine, dodger, GPS, autopilot, W/H, new main, new 165 jib, used 110, lines led aft, in-mast halyards, wheel helm, holding tank, inflatable, new bottom paint. Berthed at Fortman Marina, Alameda. \$20,000/firm. (510) 521-0357.



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PETERSON 30. \$16,000/obo. Racing/cruising tall-masted sloop. 1/2 tonner. 13 hp Volvo/Penta diesel. Furling jib, two headsails and main, full rigging. Full galley, 12 gals water and fuel. 6'0" headroom and 12'3" beam. New water-tight windows. Email: rrmrmrmr@hotmail.com or call (415) 515-0093.

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BABA 30, 1982. Cruise ready. Excellent condition. Haulout and survey 3/04. New standing and running rigging. New Harken RF. New jib and mainsails. Too much equipment to list. Lying Oahu. Asking \$65,000/obo. Call John (808) 946-0688 or email: jwinhawaii@hotmail.com.

CAL 29, 1974. Great condition with new Universal diesel. 4 sails. Gimbale CNG stove/oven, VHF, DS, CD stereo, autopilot. New batteries, thru-hulls, cutlass bearing, plumbing, etc. Well maintained and ready to go. \$12,000/obo. Call Rob (707) 280-7247.



CASCADE 29, 1974. Lovely, trusty vessel. A-4 runs great. New: Depth, speed, GPS, holding tank, battery. Bottom work May. Sails: Main, jib, genoa. Baby on the way: asking \$9,000, throw in 9' Livingston dinghy with oars. Peter (415) 722-6722 or email: peterruggiero@comcast.net.

ISLANDER 30 Mk II, 1972. Autopilot ST2000, new wiring and panel, VHF, knotmeter, depthsounder, wind speed. Palmer 60 runs great, pressure water. Spinnaker, lazyjacks, holding tank with macerator pump, BBQ. Interior needs TLC. Great starter boat. \$7,500. Call (510) 412-5770.



CAL 29, 1973. Just refurbished. New interior, bottom. Major engine overhaul. Cruise or race equipped. Motivated seller. Some financing OK, some trade OK. \$16,900. Call (925) 787-4676 or (209) 365-6642.

CATALINA 30. XP25 diesel, 200 hours. MaxProp, refrigeration, 4 AGM batteries, furler, etc. Many custom improvements. Extensive equipment list and pictures for emailing to informed, qualified principals: mikejh@pcmagic.net. Priced to out-value the competition. Check it out at \$31,000.

CAL 29, 1973. Atomic 4 rebuilt 2003, warranty. Standing and running rigging good. Roller furling jib and genoa, spinnaker. Lines to cockpit. Anchor roller, EZJAX, dodger, cockpit awning, swim ladder, stove with oven. \$14,500. Call (510) 654-3903.

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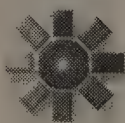
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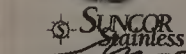
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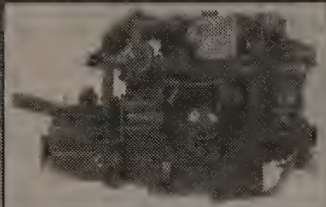
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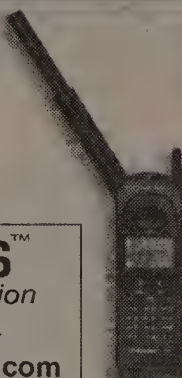
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SANTANA 30, 1979 cruiser/racer. Faster than sailboats a lot larger, loads of added equipment. New engine, Nexus instruments, lines led aft, epoxy and new bottom paint Sept 2003. \$23,795. Email for additional info: spencerjamesf@aol.com.

CATALINA 30. You do the work and save. Few hours on rebuilt Atomic 4. \$10,000/o. Please call (925) 846-9136 or email: rlocke@softcom.net.



FISHER 30 MOTORSAILER. Complete refinish / refit. See website for details: <http://www.fisherlionheart.net/> \$56,000. Call (408) 398-4057.

COLUMBIA 29 Mk I. Yanmar 30 hp diesel with 200 hours. Larsen sails: Full battened main, Dutchman flaking system, Schaefer roller furling jib. Holding tank, VHF, depthsounder, much more. \$12,000. See: <http://waitweb.com/seagem.html> Call (408) 733-7961.

CATALINA 30 Mk II, 1989. Beautiful condition inside and out. New sails and dodger last year. Diesel, roller furling, wheel steering, autopilot, radar, cartographic GPS, inverter, depth, knot meters, hot/cold pressure water, shower, etc. Documented vessel. \$39,500. Call (415) 233-1350.

ISLANDER BAHAMA 30, 1977. Excellent condition, very clean. New Pineapple main, new Kevlar 150 jib, new Quantum 110. Volvo diesel, less than 100 hours. New Ballenger boom, self-tailing winches, Edson steering wheel, and more. \$19,500/o. Must sell. Call (925) 580-2130.



SEAFARER 31'8" SLOOP. Classic lines, new rigging 2002, wheel steering, 3 cyl Volvo diesel. Roller furling jib, spinnaker, knotmeter, depthsounder, head, dodger, cushions. Great Bay boat. Berthed at Brickyard Cove, Richmond. Call (510) 219-7800.

CATALINA 30, 1980. Extra heavy duty hull, lines aft. Edson wheel, propane stove, working on engine. \$9,500/o. I'm at boat hours of 11 am - 6 pm, June 1-9 and July 6-14. Berkeley Marina, D-217 (or O-217, can't read his writing, don't call Marina, ed.). Talk to none other: John.

MORGAN 30, 1973. Diesel engine. 4 sails: Main, jib, genoa and spinnaker. White with blue strip, boat name *Miss Savannah*. Docked at Stockton Sailing Club, C-15. Bottom done April 2004. \$17,000. Earl or Sharon (209) 466-6484.

BUCCANEER 30, 1979. Hauled, painted, and surveyed 2/03. Roomy cruiser, in-board Volvo, great for liveaboard. Includes dinghy. \$13,900. Monterey. (831) 394-3995 or email: darcywheels@mindspring.com.

1978 S2 9.2. 30-ft center cockpit sloop with South Beach slip next to SBC Park. Yanmar engine, huge aft bedroom, lots of closet space. Newer West Marine dinghy with 3.5 hp outboard motor. Color radar. \$29,500. Call (510) 677-7378 or email: romanrivas@cs.com.

32 TO 35 FEET

WESTSAIL 32, 1977. Ser. #726. Structural improvements done. New Volvo 40 hp diesel and MaxProp in 1999. Radar, Monitor vane and more. Good condition, very clean below. \$47,500/o. Possible Berkeley berth transfer. Call for details. (916) 722-6300 or (916) 798-5140 (cell).

ALAJUELA 33 CUTTER, 1979. Bluewater cruiser. 35 hp Perkins new in 1992. Radar, new GPS, 9 sails, inflatable and OB motor. Excellent condition. Recent survey, ready for world cruise. US built. Lying Portland. \$59,000. Call (503) 702-0034.

32-FT FLUSH DECK SLOOP. Full sail suit, Yanmar diesel. Sea kindly, tons of room, loads of gear. Kept up. Loves stiff Bay air. Had my time with her and must move on. See: <http://www.sonic.net/~gr8gear> Asking \$15,000/o. Email: sloop@sonic.net.

SPENCER 35, 1964. Graceful, fiberglass cruiser. Mexico/offshore veteran. Radar, windvane, autopilot, EPIRB, Yanmar diesel, GPS, VHF, inverter, 7 sails. 2004 survey and bottom paint. Beautiful mahogany interior, propane stove/oven and heater, dodger/awning. \$33,000. (805) 807-0834 or email: whistledown@hotmail.com for photos/specs.

CAL 34 Mk II, 1976. Better than new. Depthsounder, knotmeter, 25 hp Westerbeke, cockpit and mast pulpits, Isotherm refrigerator and water heater. Blue Sea electrical panels and new wiring, 40 gallon water and 20 gallon fuel tanks. Inner forestay and storm jib, 150% headsail, furler, main with three reefing points, spare head and mainsail. Anchor, 150' chain, 200' rode, manual windlass. New standing rigging and lifelines 2000/2001. Propane locker, Force 10 stove with broiler. Wheel pilot, cockpit closed cell 'C' cockpit cushions. \$34,500. Call (480) 985-9028 or email: jwandmj@cs.com.



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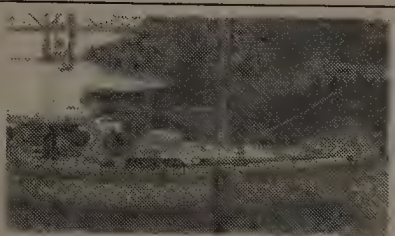
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HUNTER 34, 22 hp Yanmar. Full batten main, Profurl 110% jib, semi-hard dodger, bimini. Autopilot, GPS, davits, radar. Propane stove, full home TV/stereo, microwave. 120 amp alternator. Cruise ready. Panama Canal certificate. See website: <www.hunter34.net> \$49,900. Call Russ (925) 408-0939.

MARIEHOLM 32, 1975. Sloop 7/8 rigged. Built in Sweden. Full keel, tiller, dodger, folding prop. MD2B Volvo, gel batteries, VHF, depthfinder, windpoint, knot log. 5 headsails, older inflatable with oars. Extra gear. Alameda berth. \$19,500. Call (530) 589-9983 or (415) 706-7896.



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CATALINA 34, 1989. Great condition, cruise ready. Many new items, radar, cruise spinnaker, spinnaker pole, full batten main, bottom paint, bimini, wiring, battery monitor, cockpit canvas. Many spares. New 8-ft dinghy, 8 hp Johnson OB. A/P ST4000, 3 anchors, VHF, CD, TV/VCR. \$58,000. Call (650) 969-5248.

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PEARSON 35, 1969. This is a sailor's boat. Forgiving, versatile, bulletproof, good condition, never any blisters. New: Yanmar 3 cylinder diesel, rigging, Monitor windvane, dodger, solar panel, electrical system, fresh water system, lifelines, offshore registered, EPIRB, GPS, windlass and much more. She's cruise ready and can sail anywhere. Located Santa Cruz. Sublease possible. \$25,000. Call Captain S. Kelly (408) 848-3470.



BENETEAU 35, 1998. Excellent condition, clean and lovingly maintained. New bottom job and engine service. Fully equipped. 4 sails. Yanmar 27 hp engine with 190 hours. Furling jib, electric windlass, Autohelm electronics, GPS, VHF, microwave, 2-burner propane stove and oven, refrigeration, propane BBQ, cockpit cushions, swim platform. 2 berths, sleeps 6. 2 showers. AM/FM stereo, 12-disk CD changer, cabin and deck speakers. Fantastic daysailer, racer, weekend cruiser or extra-comfortable liveaboard. \$99,000. Call Jon (415) 860-6682 or email: sailor_jon2000@yahoo.com.

J/33, 1989 with triple-axle trailer. Cruiser/racer with full sail inventory, freshwater Lake Tahoe, great boat, must see. \$39,500/obo. Call (530) 583-5150.

CATALINA 320, 2001. Has had limited use. 60 hours on Yanmar 27 hp diesel. Dodger, bimini, cushions, autopilot, wind instrument, depth, fin keel, 110 furling jib. Electric windlass, refrigeration, full galley, aft double berth. \$96,000. (925) 766-5914 or (707) 746-8690.

PEARSON VANGUARD 32, 1965. Fully found. Full suit of sails, 0 hours on rebuilt Atomic 4, Force 10 cabin heater, custom V-berth mattress. \$18,500/obo. Call (408) 979-9743 or email: wachiwara@aol.com.

SANTANA 35. Front Page News. 14 sails, 700 hours on rebuilt diesel, fridge, electronics. Clean and fast, she has been a pleasure to cruise and daysail locally. \$29,500. For gear list and pictures, call John (510) 523-8605 or email: jmmaski@pacbell.net.

CHALLENGER 32, 1978. Overbuilt bluewater cruiser, lovingly maintained by one owner. Recently hauled. Low hours on Perkins 50 hp diesel. Wheel steering, depthsounder, RDF with Lokator radio, Loran, marine radio. 3 headsails, man-overboard pole and ring, windlass, CQR and Danforth anchors. Great liveaboard: Mahogany interior, teak/holly sole, standing headroom, h/c pressure shower, fridge, TV, many extras, extensive cupboards, sleeps 5-7. Looks graceful and powerful, very clean inside and out. Pictures: <www.jdwiseman.com> \$29,000. Emeryville berth. Call (925) 283-3485.



CELESTIAL 32, 1990. Fast strong racer cruiser in excellent condition. Teak interior with aft cabin. Yanmar diesel, folding prop. Roller furling with new jib. Full instruments, radar, GPS, autopilot, AM/FM/CD. Propane stove. New bottom paint and batteries 6/03. \$42,000. Call Bob (415) 383-9557.

SAMPSON C-MIST 32 double-ended cutter. Similar to Westsail 32. Diesel, ferro-cement hull. Barlow winches, aluminum mast, ss rigging. Mexico/Hawaii vet. Well built. Needs some TLC. Located Sebastopol. Must move from property. \$5,500 obo. Call (707) 829-2538.

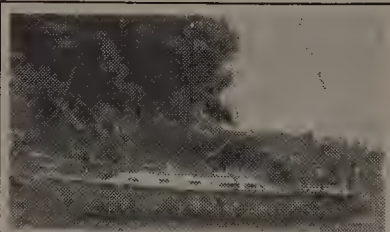
HUNTER 33, 1984. Yanmar diesel, teak and holly, h/c water, sleeps 7, navigation table, like new main, jib and spinnaker. Great condition, freshwater berth. \$29,500. Tom (925) 458-3083.

YORKTOWN 33, 1973. 36' LOA, 11' beam. Professionally built fiberglass sloop with all-teak interior. Albin diesel. 5 sails. Pedestal steering. 5 Barients. Windlass. Great for liveaboard or cruising. \$9,000. (408) 348-4249 or dmont4249@aol.com.

WESTSAIL 32. Fully operational, needs some refit for cruising. Factory finished with spruce spars, teak decks, 10 bronze portholes, diesel heater, B&G instruments, Autohelm 2000, windlass, 3 anchors, chain, 5 batteries. Volvo MD2B, refurbished sails. \$31,500 OBO. Call (925) 938-6235 or visit <http://Panacea-III.home.comcast.net>

J/105, 1992. Excellent condition. Ideal boat for someone wanting to race J/105 Fleet 1 at reasonable entry price. Call Richard (650) 344-9661.

WESTSAIL 32, #609. Factory finished with custom interior, lots of light below. Redone teak decking and new plumbing. Aries windvane. New bowsprit, chain-plates, standing rigging, etc, which need assembling. Needs mast, must sell. \$37,500/obo. Call (360) 939-0335.



ERICSON 35+, 1983. Well-maintained, comfortable liveaboard/cruiser. Universal 21 hp diesel. AmplePower alternator/dual-regulation for 258Ah gel house and flooded start batteries. AC/DC refrigeration. Force 10 stove/oven with 2 propane tanks. H/C pressure water, 80 gal capacity. ICOM VHF. Garmin GPS. Autohelm ST40 instruments. Full-batten main. Harken furling jib. All lines led aft. 3 anchors. Dodger. All teak interior. Handcraft mattress V-berth. DVD surround sound. New bottom paint 10/03. Located Oyster Cove, South San Francisco. \$49,000. Email: louis@hi-techaudio.com or call (415) 819-1349.

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FANTASIA 35, 1979. Fiberglass, teak, midship cockpit, aft cabin. 30 hp Yanmar. 125 fuel, 215 water, 6 sails. Cutter rig, enclosed dodger. Heavy world cruiser. Sailing dinghy. \$62,500. (916) 300-4876.

CATALINA 34, 1994. Wing keel standard rig. Universal M35 30 hp diesel with 1,050 hours. PSS dripless, Balmar alternator, Smart regulator, Heart 1800 inverter/charger. 430 AH batteries, VHF, SSB, GPS, EPIRB, depth, speed, AM/FM/CD. Full batten main with dutchman flaking, Schaefer roller furling 95%, 135% head sails. Propane stove, Force 10 heater, Adler-Barbour fridge, microwave, H/C pressure water, cockpit shower, windlass. 35# CQR. New dodger, sailcovers, fuel tank in 2002. Bottom paint, survey in 3/2003. New fridge, propane heater, cabin sole, new batteries, berth cushions, cockpit Bottomsiders in 2004. \$70,000. Call (510) 594-8550 or (510) 501-4384.



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CAL 39, \$65,000. Perkins 4-108, 5 bags sails, dinghy, 8 hp outboard, radar, S&L windlass, liferaft, boom brake vang, dodger, Lee cloths, canopy. This circumnavigator has lots more gear. Please call (805) 528-7332 or (805) 801-5397 (cell).



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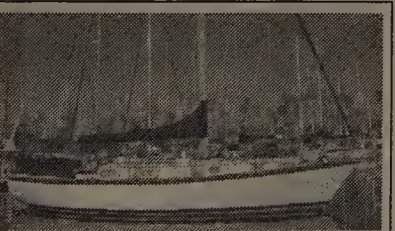
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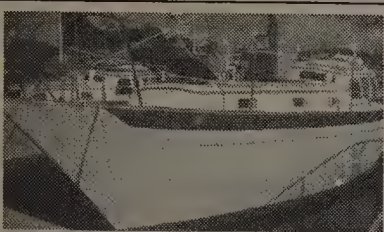
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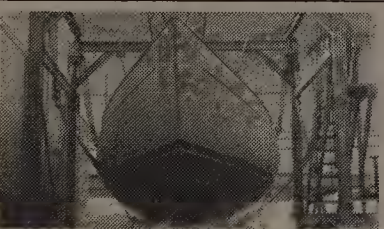
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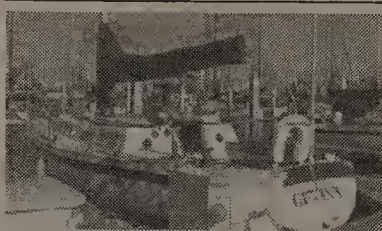


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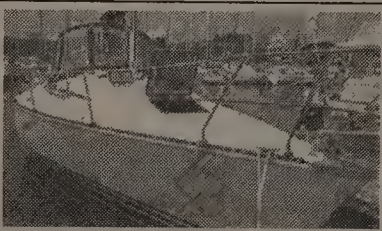
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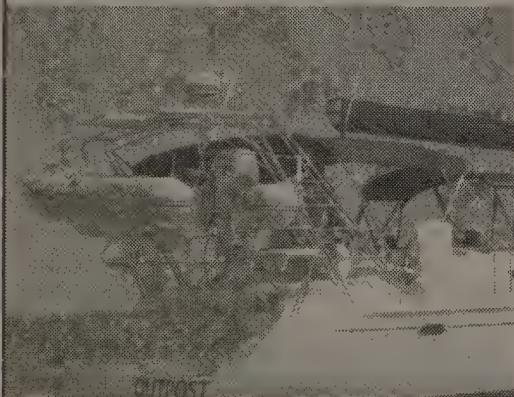
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40 TO 50 FEET

NAUTOR SWAN 43 PJ-43, 1969. Perkins
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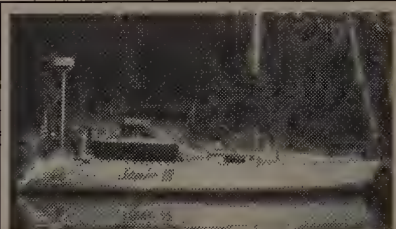


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HUNTER 460, 2000. Reduced. Impeccably maintained, fully equipped. Dodger, bimini, enclosure curtains. In-mast furling main, cruising chute, full Raymarine electronics, autopilot, dual-zone heat/AC, genset. Specs and photos at: <http://briefcase.yahoo.com/chuck94055> \$205,000. Hurry, going to broker soon. Call (707) 758-9046.

SIGMA 41, 1983. Swan-like racer/cruiser. Giant fractional rig, teak decks, lovely oiled wood interior. Sails to 87 PHRF. Recent: Yanmar (125 hours), 140%, 120% r/f, main, propane stove, windlass, water heater, LectraSan. Also: 8 hp outboard, inflatable, SSB, radar, TV, microwave, inverter/charger, fridge, 2 heads, 2 spinnakers, 2 anchors. \$129,000. See <http://home.alamedanet.net/~emkeech/> Call (510) 769-1414.

TANTON 43 CAT KETCH, 1985/98. Complete refit. 2 cabins, 2 heads, new Isuzu 60 hp. 2 refrigeration systems, 6kw Apollo genset, Spectra 360 watermaker. New Pineapple sails. Full electronics, 2 autopilots, Trace inverter, Muir windlass, solar. Much more. \$160,000. (520) 586-7510 or email: thezoo@myexcel.com.

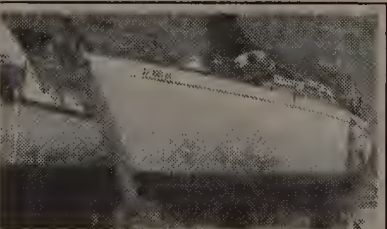
YORKTOWN 41, 1985. Fiberglass, 50 hp diesel, center cockpit. Fridge/freezer, stove/oven, microwave, oversized rig. Great liveaboard. Good condition. 45' LOA. Solid teak custom interior. Two heads, genset. New screens, speedlog, water heater. Illness forces sale by owner. No brokers. \$45,000. (562) 431-3217.



CORONADO 45, 1974. Fiberglass sloop. Perkins diesel, autopilot, radar, central diesel heat, aft cabin, bimini. Berthed at Port Sonoma. \$69,000. No dealers. Call (415) 892-1595 or (415) 233-2888 or millgass@gbncentral.com.

MORGAN 41 OUT ISLAND, 1972. Great liveaboard, 2 heads, one shower, hot water, 3-burner stove with oven, 12v fridge, private aft cabin, new cockpit cushions, microwave, 25-inch Sony TV. Fresh paint down below and fresh non-skid on deck. Recent survey, a very solid vessel. Priced to sell. Comes with transferable liveaboard slip. Call Carey (707) 853-3495.

HUNTER LEGEND 43, 1991. US documented. Excellent condition. perfect for liveaboard, 3 rooms, 2 heads with shower, H/C water pressure. Yanmar diesel engine, original 875 hours. Full bimini with dodger, freezer/refrigerator, microwave, etc. \$100,000. Call (408) 926-4361 or email: enrydv@aol.com.



CHALLENGER 40, 1972. Great liveaboard and cruiser. 6'5" headroom. Fast and comfortable. Perkins 107, new fuel tanks, new standing rigging, roller furling. 2 staterooms, heads, draft 6', beam 13-10. New prop shaft, cutlass bearing and dripless stuffing box. 6 month-old survey, topsides just painted. Located Moss Landing Harbor. \$32,000. Please call (831) 595-2467 or (831) 663-3027 or email: olinjordan@yahoo.com.

ERICSON 46 FAST RACER/CRUISER. Aft cockpit, aft cabin, V-berth, sleeps 8, two heads, shower. Perkins 50 hp diesel, folding prop, Heart inverter-charger, 150 amp alternator, autopilot, windlass, roller furling, propane water heater, CNG stove. \$75,000. Call (619) 445-1793.

PETERSON FORMOSA 46 bluewater cruising cutter. Built 1979. Teak decks, center cockpit, aft cabin. Sleeps up to 6 in three cabins with 2 separate heads. Ford Lehman diesel, 6 sails, jib furling, dodger, cockpit awning. Recent upgrades include new refrigeration, salon cushions, newer fuel tanks, etc. This boat will take you anywhere in the world or live in comfort at the dock. Owners bought bigger boat, leaving for extended cruising Sept. 1. Must sell. Located Seattle. Asking \$89,000. Call (360) 378-1622.



SLOCUM 43, 1984. Bluewater cruiser. Perkins 4-108 diesel. Radar, GPS, VHF, ICOM 710. Alpha Marine autopilot, Siemens solar panels, inverter. Fleming windvane, Windbugger, diesel heater, new dinghy, Avon 4-man liferaft. \$160,000. Call (708) 205-7741 or email: clark@ensolv.com for photos and equipment list.

CATALINA 42 2-CABIN, 1997. Excellent condition. B&G electronics and autopilot, Furuno radar. Yanmar 50, 650 hours. 12/03 survey \$175k; 12/03 I paid \$162k. For quick sale by owner \$155,000. Channel Islands Harbor. Call (805) 816-2329 or email: JimKearney999@hotmail.com.

EXPLORER 45, 1978. Beautiful aft cockpit, flag blue topsides, new non-skid, clean, constantly upgraded over last 2 years, complete refit in 1999. Details d lots of pictures at <www.explorer45.com> \$99,000. Call (650) 218-3773.



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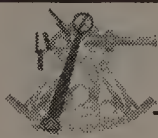
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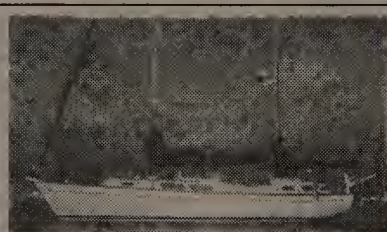
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COLUMBIA 45 SHOAL KEEL KETCH, 1972. Hull #3. Solid and clean motorsailer. Perkins 4-107 with 425 hours. 200 gal fuel, 200 gal water. Independent hydraulic inside steering station. Paneled wood interior throughout. Tiled shower, galley and heads. Great liveaboard or go anywhere. Additional photos and information at website: <<http://www.msusers.com/Columbia45Hull3>> \$70,000. (650) 274-8357 or email: eprincipe01@hotmail.com.

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J/BOATS J/40, 1986, HULL #3. Performance cruiser/racer with 2 staterooms and 2 heads, Volvo diesel, furling, 5 sails, shoal keel, complete electronics, new folding prop. Santa Barbara slip available, pictures available. Asking \$139,000. (805) 448-2900 or email: sb.sea@verizon.net.

FREEDOM 44, 1981. Hull #3, cat ketch with new booms, new sails, new running rigging. B&G electronics on deck and below, B&G hydraulic autopilot, Monitor windvane. Beautiful interior by Alden craftsmen. Won TransPac and Bermuda in class. \$124,000. Steve (510) 846-1742.



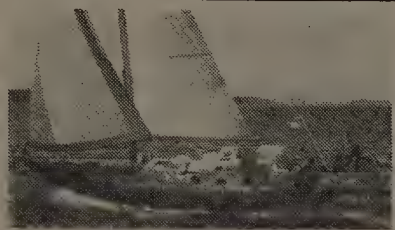
HUNTER LEGEND 45, 1988. Alaska vet, ready for Mexico. Northern Lights genset, solar panels, radar, windlass, plotter, watermaker, kerosene heater, dodger, autopilot, inverter, sun shade, custom dinghy launcher/davit, Montgomery sailing dink. New interior, super clean, fast, roomy. \$110,000. Call (916) 315-1975.

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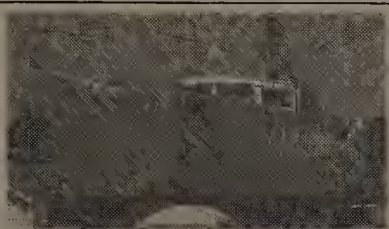
VALIANT 40, 1977. Cutter rigged, blue-water cruiser, Perry design. Mexico veteran, 2001-2002. Ready to cruise, new LP paint. Located in San Diego. Owners of 22 years must sell. For more info see: <http://members.cox.net/ddalton3> \$135,000. Call (760) 230-1861.

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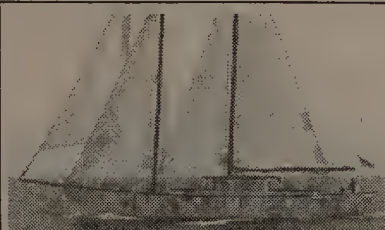


53-FT GARDEN KETCH, 1960. Beautiful Port Orford cedar on oak. Built for charter. Bronze hardware, electric windlass, autopilot, davits. Center cockpit, Detroit diesel. Current legal liveaboard. Located in SSF with easy connect to 101 and 280. Sleeps six comfortably, tons of storage, 6+ headroom throughout. Lectrasan main head. Oversized refrigerator and freezer. Extensive refit 2000, many extras. Growing family of 4 enjoyed life aboard for 4 years, regrettably swallowed the anchor. \$58,000/obo. Call (707) 887-0119 or email: michaelboese@comcast.net.

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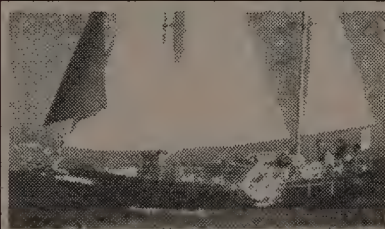
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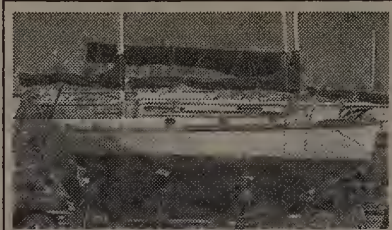
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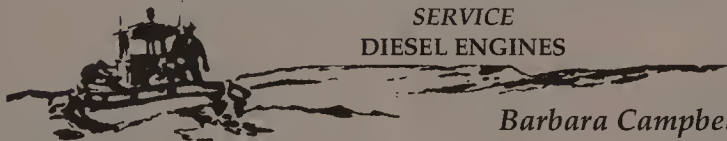


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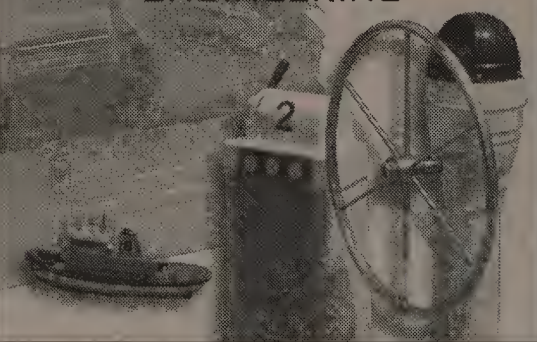


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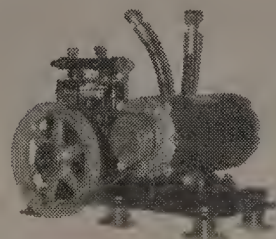
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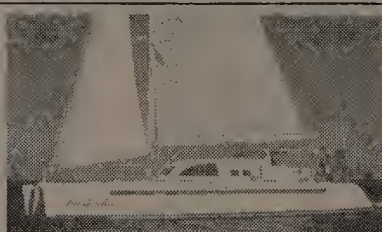
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CONTOUR 34 SWING WING TRI, 1999. Great racer/cruiser. Very roomy. Fully equipped in excellent condition, swing wing folding system. Roller furling genoa and screecher. Custom interior. Microwave, inverter, battery charger, CD/stereo, VHF, Raytheon wind/speed. 9.9 hp 4-stroke longshaft Yamaha with EZ steer. Asking \$110,000. (562) 208-2642 (cell) or email: p.whittington@transmarine.com.



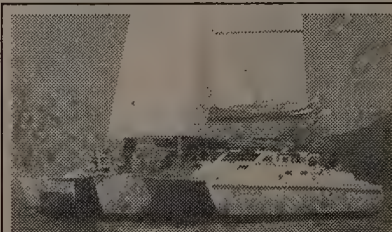
FOUNTAIN PAJOT 53 MARQUISES, 1991. *Rhapsodie.* Live the dream cruising aboard this fully customized luxury catamaran. For 5 years she has safely and comfortably sailed our family halfway around the world and back. Customized interior with no expense spared on structure and cosmetics. Spacious salon with panoramic views, galley up, dishwasher, microwave, washer/dryer, watermaker, huge separate freezer, air conditioning. 4 double-berth guest cabins plus crew quarters. 3 heads/showers, bathtub. Includes full electronics, 8 kw generator, two 52 hp Yanmar diesel engines, large tankage, custom hard dodger/windshield, cockpit table which seats 12, 6 solar panels, electric winches, in-boom roller furling, etc. *Rhapsodie* is meticulously maintained, one of a kind. See: <www.rhapsodie.us> \$595,000. Call Caren (650) 804-6716 or email: cekedwards@aol.com.

1994 35' x 27' FARRIER. Folding, cruising, offshore trimaran. Comfortable liveaboard. Rare Command Ten, impeccable construction, exquisite woodwork, epoxy. Must see. \$250k replacement value. Only \$89,000. Just returned from Bahamas, moving to Montana. Partial trade F-27? Lying Florida. (775) 849-1006 or email: multihuler@aol.com.

GEMINI 105 34' CATAMARAN, 1997. Three staterooms, full galley. Autohelm instruments and autopilot. Westerbeke 27 hp diesel. Roller furling genoa, davits, GPS chartplotter, battery charger, custom canvas, BBQ, aft shower. Low hours, well maintained, new bottom paint, recent survey. \$118,000. (831) 759-9145.



KISMET 31 TRI. Very good condition. Turnkey. Ready to go anywhere now. Proven design. 9.9 Yamaha. Canada-SF vet offshore last summer. Great boat. \$140/month Marin slip available. \$16,000. Email: stuart@vineyardvideo.com or call (707) 591-9999.



CROSS 46 TRIMARAN. Major refit, everything upgraded. Sails great. Spacious teak interior, 4 private staterooms. Solid construction. \$139,000/obo or \$159,000 with business. See details at: <www.blueotter.com/boatforsale.htm> Motivated sellers. Call (360) 378-4027.

24' X 10' HIRONDELLE BRITISH pocket cruiser catamaran, 1974. Excellent condition, galley, enclosed head, sleeps 5. Large cockpit, 9.9 Yamaha, mast-raising system, davits, full electronics. 5 sails, tandem trailer, generator, dodger, much more. \$19,500. Pictures available via email: thegas@teleport.com or call (503) 654-3917 (eves).



38-FT CROWTHER TRIMARAN. Professionally constructed using top materials. LPU, epoxy bottom, autopilot, depth, VHF, CQR, very good condition. Hawaii vet. \$36,900. Call (510) 552-3537.

CROSS 42 KETCH TRIMARAN. 1976, rebuilt 1999. Full batten main, mizzen. Furler, spinnaker. Perkins 4-107, feathering prop. Autopilot, radar, Adler-Barbour, on-demand water heater, solar panels. Located California Delta. \$85,000. Call (949) 713-7083.

15-FT SEASPRAY CATAMARAN. Good condition. Spinlock main and jib sheet controls. Custom jib automatic sheet angle controls. Trampoline and trailer new 1 year ago. \$1,350/obo. Call (510) 739-4641 (wk), (510) 551-6672 (cell).



ADMIRAL 47 CRUISING CAT, 1996. Four staterooms with heads. Galley up, panoramic view, 8kw generator, wind generators. Separate freezer, watermaker, washer/dryer. Full electronics including sat phone, large tankage, etc. \$225,000. Please call (415) 383-8122 or email: wemard@edptlaw.com.

SEARUNNER 37 TRIMARAN. Set up as liveaboard. Cutter rig, center cockpit. Solar panel, wind generator, charting GPS, propane stove, hot water heater, two double, two single berths. Please call or email for more information, including online pictures. (510) 506-6206 or email: Molly@microassembly.com.



25-FT PIVER NIMBLE TRIMARAN. 12-ft beam. Recent bottom and top paint at Nelsons. Wheel steering. Glassed-over mahogany. Sleeps 2-3. Depth and VHF. 15 hp Johnson OB. Oakland berth. Asking \$8,000. See listing on EBay. Email: sheldongregg@pacbell.net for more info and pictures or call (408) 420-4697.

POWER & HOUSEBOATS

HOUSEBOAT IN RICHMOND. 40-ft cruise-a-home. Current liveaboard. All fiberglass, no leaks, 9' x 27' living space. Covered back deck, lots of storage, shower. San Pablo Bay views. Quiet, remote. \$27,500. Serious only. Call to view. (415) 717-8959.

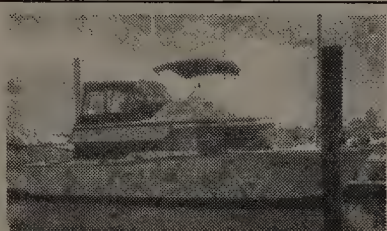


NOVA SUNDECK 36, 1988. Double-cabin motoryacht with enclosed aft cabin, island queen bed, and stall shower. Dual drive station equipped with 150 hp turbo diesel Volvo engines at 720 hours. Beautiful teak wood, propane stove, and 6 kw Westerbeke generator. Unbelievable cruising capacity at 10-13 knots at 4 gph in 300-gallon tanks. \$110,000. Call Kevin (510) 521-4768 or view under 1988 Nova at <www.boats.com>

33-FT CARVER MARINER, 1976. Good condition. Full galley, bathroom, teak interior. Big upper party deck. Rebuilt Ford full marine engines with V-drives. Great berth with liveaboard status. Ideal for single or couple. Charming Sausalito marina. \$29,000. Call (415) 497-0777.



37-FT HERSHINE TRI-CABIN TRAWLER. Well-loved vessel. 2 cabins, 2 heads, 2 VHF's. Single Lehman, 1,300 hours. Raytheon radar chartplotter autopilot, repeated on bridge. Garmin GPS, fishfinder, hailer, full canvas, dinghy, more. \$79,000. Priced for quick sale. (831) 422-7608.



CHRIS CRAFT 38 COHO, 1974. Cockpit motor yacht. Paragon 427 gas engines, radar, 2 depthsounders, 2 heads, fore and aft cabins, sleeps 6. Includes Avon dinghy with outboard. Use current liveaboard slip. \$55,000/obo. Redwood City. Call (650) 703-1492.



CHB 34 TRAWLER, 1978. Excellent liveaboard or Bay/Delta cruiser. Fiberglass, teak interior. Two double cabins, each with head/shower. Main salon, full galley, inside helm. Flybridge deck. Low hours Lehman diesel, 300 gal fuel, 200 gal water. \$53,000/obo. Call Noah (415) 239-4766.

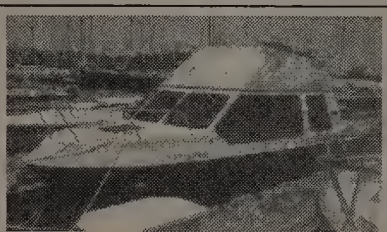


40-FT FORMOSA TRAWLER, 1982. Twin Perkins diesels, 5kw generator, radar, VHF/hailer, twin-cone sonar, GPS, plotter. Full size refer, propane stove and heater, microwave, BBQ, full canvas, bimini. New inflatable with 4.5 hp Evinrude. Spreader lights, tabernacled mast, washdown pump, live bait well, ice box/fish hold. Sleeps 6, 280 gal water, 420 gal fuel. New port fuel tank. Beautiful solid teak interior. \$70,000. Very motivated seller. (831) 462-4069 or (415) 806-6598.

40-FT OWENS TAHITIAN, 1968. Live-aboard, fishing, pleasure. 2 GMC Crusader engines, Onan generator, runs great. King size bed in aft cabin, large water heater, shower, forward cabin turned into office, computer ready. Fishfinder, stereo, TV, AC, more. Looks and runs great. First \$29,500 gets her. Don't miss this offer. (415) 302-6496 or (415) 453-5117.



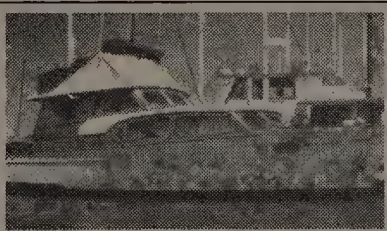
26-FT NORWEGIAN TRAWLER. Classic 1973, fiberglass, traditional double-ender, head, shower, hot water heater, inverter, fridge, gas 2-burner stove, anchor windlass, autopilot. Yanmar 38 hp, 45 gal diesel, 25 gal water. Cruises 7 knots, sleeps 2, feeds 4 and drinks 6. \$14,000. Call (510) 568-8141.



26-FT REINELL FLYBRIDGE cabin cruiser. Nice liveaboard or project boat. Sausalito berth with great views. Good condition, new carpet and paint. Twin Volvo engines need work. Moving forces sale. Reduced to \$3,500/obo or trade for trailerable sailboat. Call (415) 706-2563.



50-FT HATTERAS MY, 1969. Twin DD 8v71N, 13.5 kw Kohler. New 20 gal water heater, new Jabsco head, full electronics. Custom entertainment unit in salon. Remodeled galley with ss sinks/countertops, washer/dryer. 3 staterooms/heads, queen walkaround aft. Recent haulout. Live-aboard slip available. \$215,000. Call (650) 588-7478.



RICHARDSON 40, 1958. Reduced. Great project for \$2,500. OK to stay at Oyster Cove. Tight hull, nice interior. Heaters, hot water, refrigerator, 110v, all OK. Bring blankets and hot plate and build a \$60k yacht. All there, nice as is, fantastic potential. By EOM or gets donated and you'll pay double. Wood. Flybridge. Call (650) 743-6967 (eves/msg).

OWN or PARTNER in 2000 SEA RAY 340. Low hours, excellent condition. Generator, AC/heat, full galley, head, multiple berths, electronics, linens, PFDs. Brochure and photos available. For partnership, cash down plus expenses. Alameda. Email: jim_talbot@yahoo.com or call (510) 206-2203.



36-FT BLUE SEAS TRAWLER, 1976. Single 120 hp Ford, 1,600 hours. Good condition. Needs TLC. \$39,000. Call (209) 586-7593 or (831) 588-3182.

PARTNERSHIPS

PARTNERSHIP ISLANDER 36. South Beach Harbor. 1/4 or 1/2 interest available. Will consider non-equity interest. Call (650) 964-8901.

EXPLORE THE SEA OF CORTEZ. 40-ft Alden pilothouse sloop. \$8,000. Call (520) 298-1995 or (520) 940-1406.

ERICSON 32. Excellent condition, well-maintained, new diesel engine, full keel. Excellent slip in Sausalito. All papers. Sacrifice for \$6,900 for 1/4 ownership. Email: jhbmnd@pacbell.net.

RON HOLLAND 66 mini-superyacht performance cruiser based in New Zealand. Fully crewed deck saloon sloop with 3 double staterooms plus crew's quarters, all the luxuries, state-of-the-art systems. Sailing NZ, Tahiti, Australia and Europe for America's Cup 2007. One partnership interest available for \$165,000 plus share of expenses. Call (415) 298-2080.

CATALINA CAPRI 30. Racer/cruiser. Sausalito berth. New sails and running and standing rigging 2003. Large cockpit, mechanically simple. Unlimited sailing for \$200/mo plus deposit or 1/3 equity share for \$3,300 and shared maintenance costs. Photos at <www.shutterfly.com/pro/lance/aggressor> Call Lance (650) 703-3997.



BENETEAU FIRST 345. (Sistership pictured.) \$22,000 buys 1/2-equity partnership. Boat in great shape. South Beach, SF berth. 1984, 34-ft, fiberglass, Volvo diesel, nice sail inventory including gennaker, dinghy, oven. Terrific partner. For pics call Doug (831) 345-9886 or email: dfpatterson@earthlink.net.

CLIPPER MARINE 30 non-equity share. Sausalito berth near amenities. New sails, fully equipped with CD/stereo, nav gear, good condition. \$200 per month. Call Sommer at (415) 971-9772 or email: sjohnson@shorenstein.com for photos.

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SAILBOAT PARTNERSHIP. Santa Cruz Harbor, 28 footer, part ownership for \$3,500. Pearson Triton, 25 minutes from Los Gatos. Atomic 4 motor. Responsible applicants only. Call Charles Walton (408) 354-1358, Gene Oelich (831) 475-7730 or Milan Radosavljevic (408) 354-4342.

CATALINA 34, 1990. 50% ownership. Oakland Jack London. Good condition. New interior 2004. \$20,000 plus monthly operating costs of \$230 includes insurance, berth, taxes, monthly maintenance. Experienced sailors please email: Christmas122567@aol.com or call (925) 828-2534.

BENETEAU 463, 1997. 3 cabins, 3 heads, extras. \$85K, 1/2 interest. \$12,750 plus \$1,100/mo. Will consider 1/3 interest. \$10K buys 6 weeks/year timeshare interest. San Diego. Steve (831) 818-1768.

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CHALLENGER 35, 1977. Located on Isla Mujeres, Mexico, off Cancun. For full info see: <http://www.sailingtexas.com/schallenger35a.html> Call (662) 915-6829 or email: lwcc@olemiss.edu.

VICTORY/TRINTELLA 40. Located in La Paz. Van de Stadt design, fiberglass ketch, teak interior. US documented. Center cockpit, rebuilt Perkins 4-236, roller furling, propane stove/oven, fridge/freezer, autopilot, GPS, radar. Cruise ready. \$66,000/as she is/where she is. Email: patatsea42@aol.com.

TRADE

FOR SALE/TRADE? 1997 Cessna 172R, Nav II Pak, full IFR, autopilot and GPS, added DME, 1,265 hours TT, 160 hp, \$94,000. Annual and IFR Certification current. Possible trade for 40 to 50-ft sailboat. Call (925) 926-3857.

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BARIENT WINCH CHAIRS. Remember these? They were fold-up chairs that mounted on top of Barient winches. No longer made. I'm looking for two of them. If yours are gathering dust, let's make a deal. Call Dennis (360) 378-1622 or email: aventura@rockisland.com.

TRAILERS

SAILBOAT TRAILER. Brand new TrailRite. Single axle, adjustable bunk supports fit many boats. Galvanized, lights, brakes, bearing buddy. PTI registration good through 2009. It came with my new 25' Catalina Capri fin keel. Cost \$3,000, will sell for \$2,000. (925) 787-6893.

USED GEAR

PAC CUP SPECIAL. 1998 Banks 3/4-ounce chute. Never used. Luff = 47.5, Girth = 27.75, I = 44.5, J = 15.75. New \$3,200. Now \$1,500/obo. Red, white and green. Comes with race turtle bag. Call Jeff (360) 696-4567.

CATALINA 30 SAILS. Hank-on, Pineapple 110%, Luff = 34.5, Leech = 31.2, Foot = 14, \$400. Lee 80% jib with sheets, Luff = 28.2, Leech = 23.3, Foot = 11.3, \$300. Both in good shape. Includes sail bags. Located Stockton. (209) 612-8128.

HONDA 9.9 LONGSHAFT 4-STROKE outboard, electric start, less than 100 hours. \$1,200. Call Jim (530) 544-7833.

TWO LEWMAR 65 3-SPEED non-self-tailing winches with coffee grinder, bevel gears, clutches and linkage. Circa 1973 in working condition, \$750. Cirrus self-steering windvane with manual, drove my 20-ton boat 10,000 nm, \$500. Integral hydraulic backstay adjuster with rebuild kit and manual, \$150. SGC 2000 SSB with remote head, \$900. Hood heavy #2 cross-cut roller furling Dacron jib, Luff = 61, LP = 26.666, foam luff, sunbrella cover, #6 tape, lots of life left, \$800. (650) 387-4348 (day or night).

KENYON-HOMESTRAND MODEL 640 stainless-finish kerosene 3-burner stove with oven. 21-1/4" wide, 22-7/8" high and 21" deep. Includes gymbals and pressure tank as well. Very nice condition. \$400. (510) 351-3807.

I STILL NEED MONEY to pay for my Granny's tombstone. 36 hp Bowman diesel, \$1,600. Isuzu 50 hp diesel, \$1,800. Both with trannies and freshwater cooled. Will install same or repair others for \$\$\$. Call (415) 272-5776.

4KW WESTERBEKE, MODEL 4.0BCG. Gasoline genset, 110/220V output, fresh water cooled, low hours, great for Bay or Delta cruisers. \$1,500/obo. Please call (510) 414-1268 or email: rwise@aol.com.

ZODIAC FASTROLLER C285. \$1,095. Nissan 3.5 hp, \$395. Delta 22# anchor, \$195. 250' 5/8" rode, \$125. Kyocera 40w solar panel, \$195. ACR CATII EPIRB with GPS interface, \$495. G-4 chain, 100', \$100. Commercial crab pot, \$40. Call (650) 867-3521.

6 CYL PERKINS DIESEL MARINE engine. 1,958 hours since overhaul. Fine condition. Complete with heat exchangers, instrument panel, 120 amp alternator. Can demonstrate running. \$2,000. Also, 4 cyl Starret and 2 cyl Volvo. Engines not running. Leave message at (209) 599-6635.

AR15 RADAR, \$50. Fleming Eutectic cold plate, \$50. Electric windlass, \$50. Aluminum spinnaker pole, 18' x 4" dia., \$300. Call (650) 580-1307.

JOHNSON 15 HP 15R79E. Fresh overhaul. \$650. Call (408) 396-6589 or email: catman70@hotmail.com.

MD11C DIESEL ENGINE, unassembled, \$800. 275-ft anchor chain, BB, 5/16, no rust, \$1.75/ft. Complete Dover sailing/rowing dinghy, 7.5-ft, needs work, \$350. Have pics. Email Mark: mlap2002@aol.com or call (650) 219-5838.

WESTERBEKE L25 DIESEL. All parts, no crank shaft. Mine is broken in 3 pieces. Call (916) 777-6641.

REPOWERING? I have a Perkins 4-108 with transmission. This is a fine engine. \$2,500/obo. Let's talk. (510) 533-9106.



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YAMAHA 9.9 HP OUTBOARD. 20" longshaft, electric start, alternator, 3 gal gas tank. Completely tuned and serviced Dec 2003. Excellent condition. \$1,400/obo. Call (408) 348-2723.

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14-FT BANSHEE, new sail, galvanized trailer. Best offer over \$500. Pineapple main for Beneteau 42, good backup main, 8.5 oz, I=55.43, J=16.73, P=49.20, E=14.60. Best offer over \$400. Call (408) 270-8108.

CONTAINER FOR RENT. 8' by 20', dry, ventilated, prime location at Schoonmaker Point Marina. Info, (415) 331-3134.

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SINGLE SAILORS ASSOCIATION welcomes all experience levels. Our members enjoy cruising, group sails, daysailing, socials and other activities year round. Monthly meetings at Ballena Bay Yacht Club in Alameda. Member PICYA. Visit our website at <www.sail-ssa.org> (510) 273-9763.

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WATERFRONT FOR SALE. Near Oriental, NC, ICW and Pamlico Sound. Spectacular deepwater mini-estate on 2-acre point in Ball Creek. (35°9.2' x 76°38.3'; NOAA 11548.) Custom everything house, carriage house/shop, 124-ft private pier, 377-ft rip-rapped shoreline. FSBO \$599,000. Call (252) 745-5045. See <www.towndock.net/ballcreekhouse>

MAINE COAST COTTAGE FOR RENT. Summer cottage on quiet cove with sunset views over Casco Bay available for several weeks, summer 2004. \$2,000/week. Built in 1910, 5 bedrooms, 2 baths, new kitchen, lots of privacy in idyllic setting. Tennis court available, dinghy, private waterfront, an hour from Portland airport. Call (207) 833-7710.



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SF PIER 39. Downtown, view of Bay. Two 36-ft slips, C24 and C26. Rare 45-ft slip, E33. Make offer or owner financing possible. Showers, security, great location for rental or racing. Call (775) 813-4764.

PIER 39 SLIP FOR SALE. 36-foot. East side of Pier, away from seals. Great location. View of Coit Tower. \$10,000/obo. Sorry, no financing available. Scott (858) 414-7345.

SF PIER 39, 50-FOOT SLIP. F13. Sheltered, near Marina office and facilities. \$45,000/obo. Call (650) 851-8507.

BERTH AVAILABLE. 36-ft at Pier 39, San Francisco. Very close in. Rental by month. Call (415) 474-2474.

CREW

LOOKING FOR CREW POSITION in the Seychelles area, last two weeks of August 2004. Fluent in French, can cook in rough seas. Easygoing. Call (415) 464-3372 or email: dianahammer@earthlink.net.

SEEKING FEMALE SAILING PARTNER. Solo Aussie guy, non/smoker, social drinker, who likes all the usual things in life. Will be sailing the Australian coast and beyond on a displacement bluewater cruising sloop. Please email David: kaptventura@hotmail.com.

TACTICIAN WANTED FOR J/24 one-design racing. First season with competitive crew on fast boat. Looking to take it up a notch in second half. More info at <www.worthyperformance.com/niceshot.htm> Please call Mark 'Pancho' Sutton at (650) 349-5590 or email: mark@worthyperformance.com.

SAILING AND ACTIVITY PARTNER. Mid-50s, in-shape outboard, also enjoys cycling, snow skiing and more, seeks fit inboard with some same interests. Sailing paramount. Time of year for some fun on the Bay and Delta. Let's explore the possibilities. Call Mike (650) 291-4242.

FEMALE SAILING/LTR COMPANION for Georgia to Maine via ICW/offshore on 48' Seamaster. Later, Cuba/Caribbean and world perhaps? German flag. A couple, mom/kids or single, all OK for foursome. See 'qwakker' on match.com or call Ivo (408) 621-3558.

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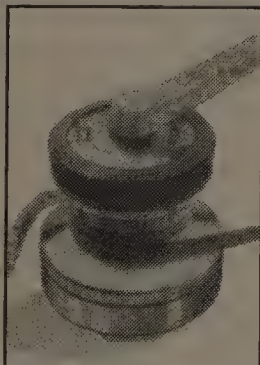
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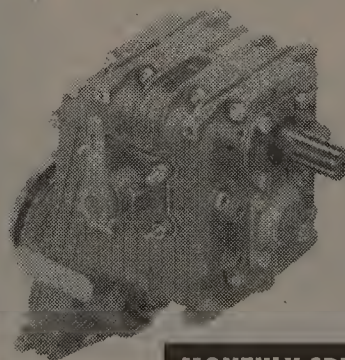
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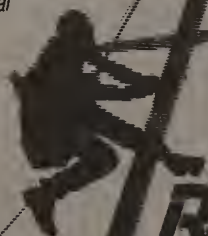
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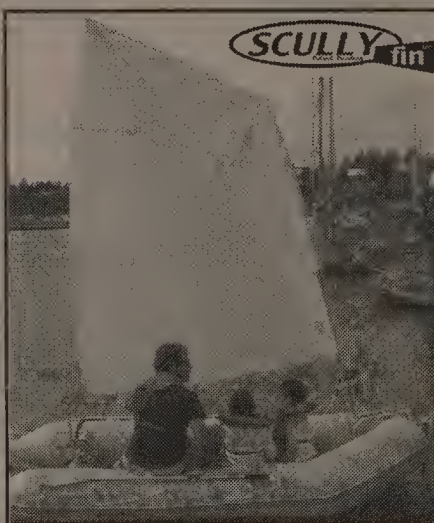
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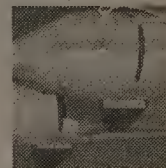
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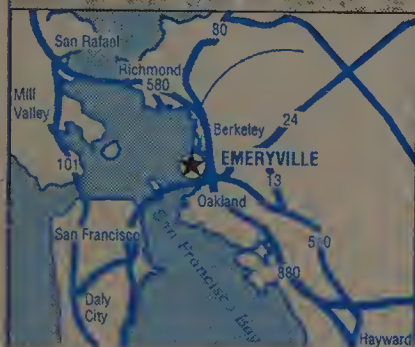
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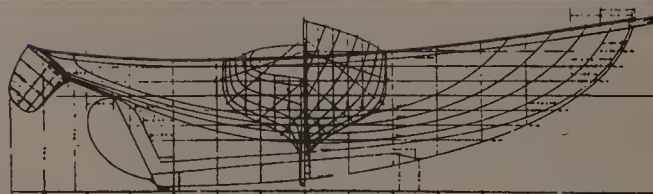
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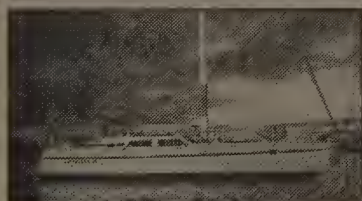
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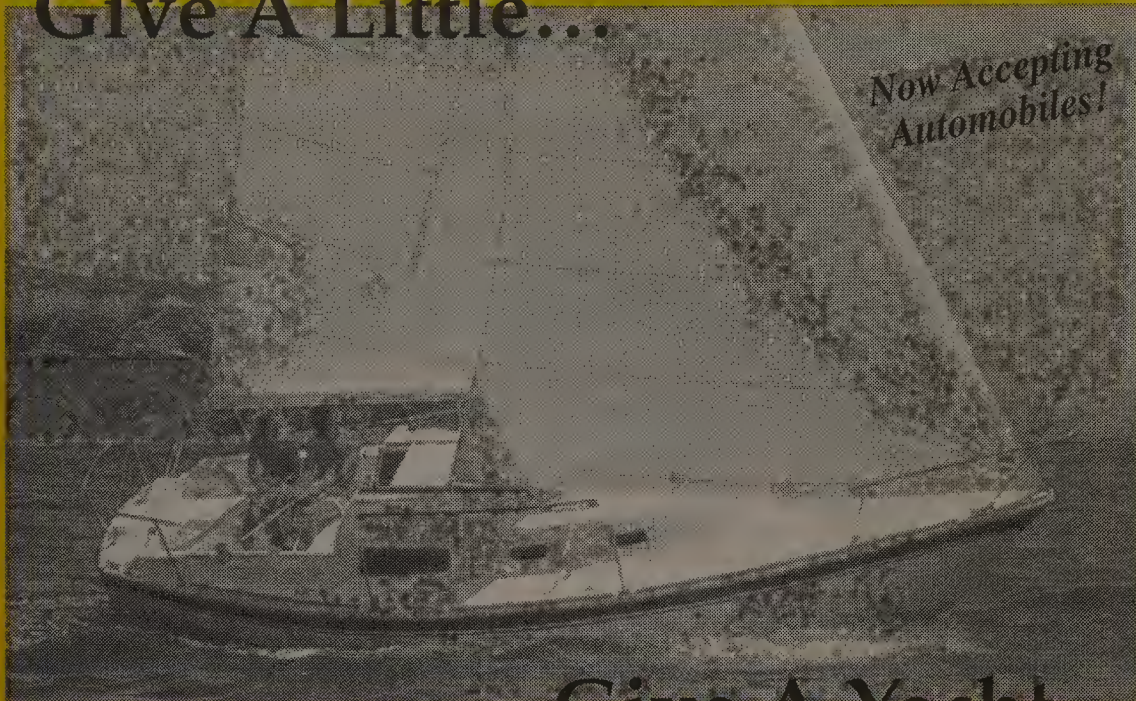
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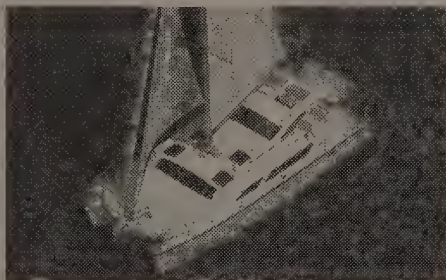
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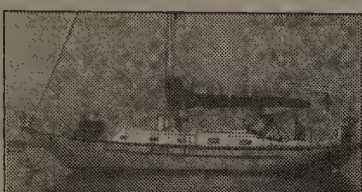
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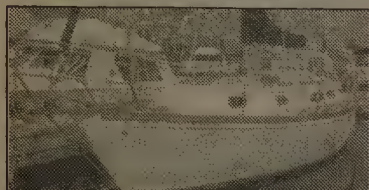
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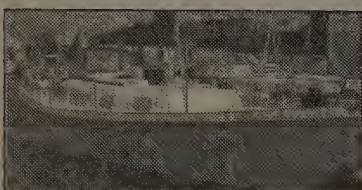
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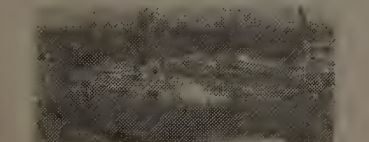
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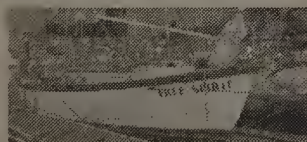
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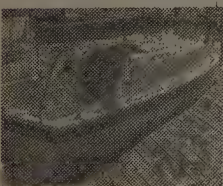
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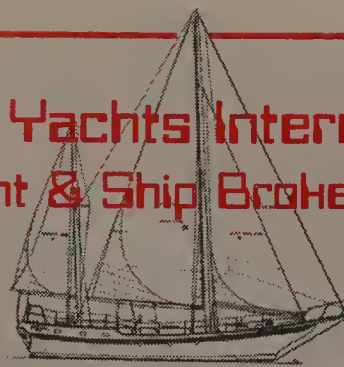


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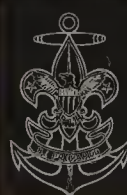
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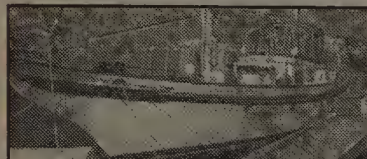


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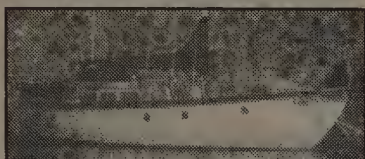


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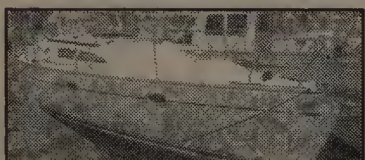
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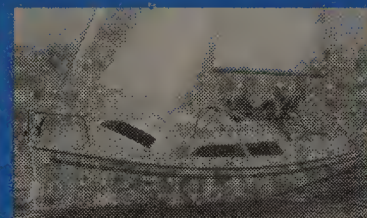
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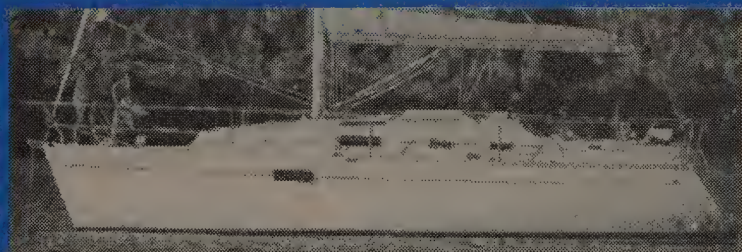
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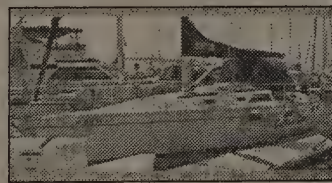
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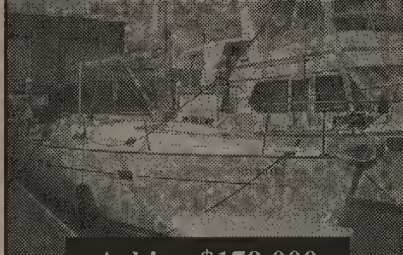
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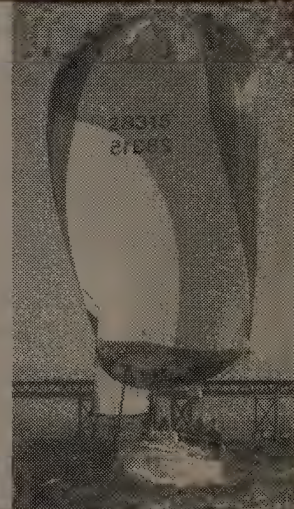
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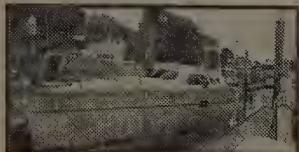
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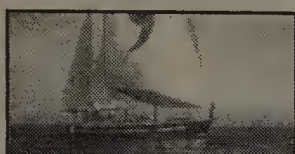
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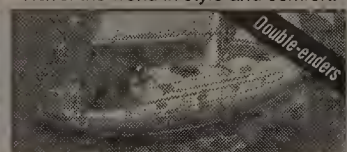
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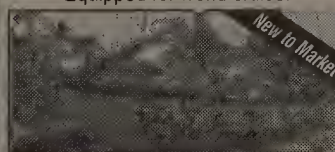
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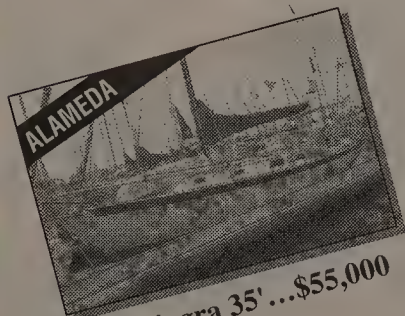
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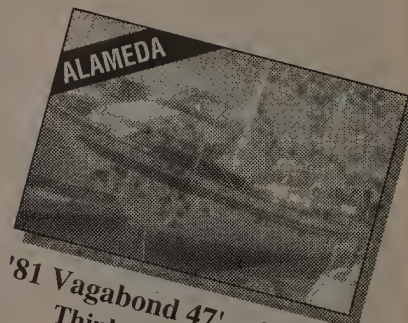
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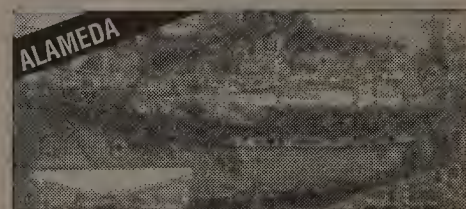
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2001
\$524,500



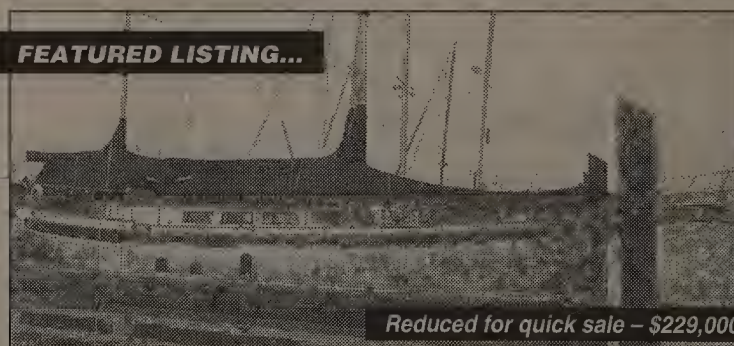
40' ISLAND PACKET
1996
\$239,000

'87	103' GAFF-RIGGED TOP SAIL KETCH	
	<i>Hawaiian Chieftain</i>	\$811,000
'90	78' CUSTOM HERRESHOFF	\$323,000
'43	72' BAGLEY NUNES SCH.	\$138,000
	<i>Talofa</i>	
'73/96	48' C&C CUSTOM	\$235,000
'79	47' GULF STAR	\$142,500
'85	43' SLOCUM	\$169,000
'01	42' CABO RICO	\$524,500
'96	40' ISLAND PACKET	\$239,000
'01	38' HUNTER	\$140,000
'78	37' ESPRIT	\$89,500
'90	33' BENETEAU	\$59,500
'00	32' DUFOUR	\$94,500
'73	32' RANGER	\$19,500
'97	31' HUNTER	\$59,500
'76	30' FISHER	\$79,500
'78	30' ERICSON Mark II	\$24,500
'90	30' HUNTER	\$29,000
'76	25' PACIFIC SEACRAFT	\$13,600

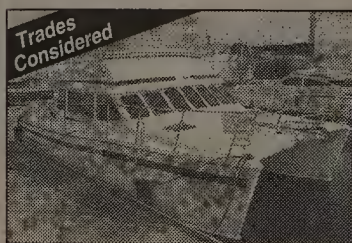
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FEATURED LISTING...



FORMOSA 56, 1983. The Formosa 56 has a comfortable, spacious interior with teak soles and bulkheads. There are three staterooms, a large main salon.



SCIMITAR 36, 2002. This cockpit, enclosed flybridge catamaran is built in Australia. She was chosen by the Boating Industry of Australia as the Cruiser of the Year in 2002.
Offered at \$369,950



47' VAGABOND KETCH, 1981. This is a cruiser's cruiser. Stylish, roomy, functional and manageable, and most of all, affordable.
Offered at \$199,999

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See at:
www.marottayachts.com

40' SABRE 402, 1996 The 402 is a large, comfortable performance cruiser, and this particular example is a rare deep keel version, desirable on the Bay. She's lightly used (only 313 hrs on Yanmar dsl), well equipped (incl. radar, chartplotter, inverter, dodger and Avon w/5 hp Nissan outboard), and competitively priced. **\$249,000**



See at:
www.marottayachts.com

48' C&C, 1973 One of two built, this unique vessel was extensively refit at the factory in '96, including full new interior. She's in better shape now than when new. Upgraded, updated or rebuilt from stem to stern: new 80 hp Perkins diesel has less than 200 hours, complete top-of-the-line electronics incl. Furuna radar, Robertson AP. See to appreciate. **\$235,000**



REDUCED

See at:
www.marottayachts.com

32' ISLAND PACKET 320 CUTTER, 1999
The 320 is one of the best conceived and executed vessels of this size we've ever seen; she won *Cruising World* magazine's 1998 Boat of the Year award for the best mid-size cruiser, and it's easy to see why. This particular example shows as new. Very competitively priced at **\$149,900**



See at:
www.marottayachts.com

40' SPARKMAN & STEPHENS-DESIGNED AFT COCKPIT YAWL, 1953 Designed by legendary Olin Stephens of S&S and built of the finest materials by one of Europe's premier yards, *Italia* always had loving owners; her current caretaker has lavished untold time and money on her (see website for details). She shows bristol. Transferable Sausalito YH slip. **\$140,000**



PENDING

See at:
www.marottayachts.com

43' C&C LANDFALL, 1983
Vessel is in great shape with completely refurbished interior, exterior. Awlgrippied, barrier-coated bottom, renewed standing rigging, replaced fresh water tanks, new heavy duty dodger, new heavy duty swim platform & new heavy duty dinghy davits. Well equipped. **\$139,000**



See at:
www.marottayachts.com

40' C&C 37+, 1989 Evolved from the race-oriented 37R, the 37+ retains the keel-stepped mast, high lift elliptical keel and extensive use of Kevlar in the hull. She also offers a hand matched and finished teak interior that's well thought out and lovely. This one is well equipped, in great shape, lying in a transferable Sausalito slip. **\$124,500**



See at:
www.marottayachts.com

42' SPARKMAN & STEPHENS-DESIGNED CENTER COCKPIT YAWL, 1967 This lovely yawl designed by S&S was built at the famous DeDaad yard in Bremen, Germany, to the highest standards. She's always been well maintained, and with almost \$50,000 spent on her over the last 18 months, shows better than new today. **\$109,000**



NEW LISTING

See at:
www.marottayachts.com

40' ENDEAVOUR, 1983 Endeavour Yachts is a Florida-based builder of high-end cruising sailboats; their yachts, highly regarded back East, are hard to find on the West Coast. This particular example, a center cockpit sloop, is spacious, well found (including integrated radar/chartplotter) and shows bristol. Transferable Sausalito Yacht Harbor slip. **\$99,000**



NEW LISTING

See at:
www.marottayachts.com

34' HUNTER 340, 2001 The 340 was a *Cruising World* magazine Boat of the Year Award in '98 and it's easy to see why: she's exceptionally comfortable/functional, offering a tremendous amount of space below and well laid out above. This particular one-owner boat is the deep draft version, only lightly used and showing as new. **\$94,500**



REDUCED

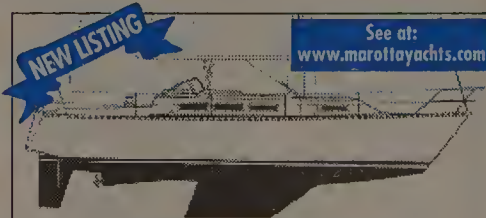
See at:
www.marottayachts.com

37' TAYANA CUTTER, 1977 These Robert Perry-designed classics can be found literally all over the world. This one has always been home-ported in CA and shows very, very nicely with all new exterior canvas incl. dodger. All brightwork shines; Perkins 4-108 dsl runs like a top. Transferable Sausalito Yacht Harbor slip. **\$74,000**



See at:
www.marottayachts.com

32' HUNTER 320, 2000
The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. **\$72,000**



NEW LISTING

See at:
www.marottayachts.com

38' BENEteau IDYLLE 11.S, 1986
Just listed.
Details on the Web site!
\$59,000



REDUCED

See at:
www.marottayachts.com

35' CHEOY LEE, 1979
Popular Perry-designed fin keel sloop has skeg hung rudder, keel-stepped mast, rack & pinion steering, teak decks. Well equipped: extensively rewired, replaced reefer, Furuna radar, rigging redone, practically new main, Prufur furler, recent dodger, new full cover. **\$49,000**



See at:
www.marottayachts.com

36' CATALINA, 1983 This particular boat shows well inside and out, and has had a significant amount of work done over the past three years — reworked sails, new electronics, reworked water system, new refrigeration system, rebedded stanchions (with new lifelines) and chain plates, new transmission and fuel tank, etc., etc. **\$54,000**



See at:
www.marottayachts.com

31' MARINER FAR EAST YAWL, 1971 Designed by William Garden and built by renowned Far East Yachts in Japan, they have transported their owners all over the globe in safety and comfort. One of the last built, this particular Mexico veteran has been almost completely renovated; she's IMMACULATE, as well as very charming, must see to appreciate. **\$32,000**

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BOAT OF THE MONTH



52' LOD HARTOG SCHOONER
Cold molded. Nice.
New sails & new electronics,
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57' BURGER ALUM. FB, 1962. Many newer upgrades: hull painted, hauled last month. All new appliances. Beautiful classic. Sausalito slip. **\$360,000.**



43' BREWER CAPE NORTH CUTTER, 1980. Ah cockpit, new engine, 50 hours, great sail inventory, SSB, AP 6000, liferaft and much more! **\$119,000**



38' INGRIDS (Iwa), 38' DOWNEAST, 36' UNION, 35' BABA (pictured), 33' NOR'WEST



65' LOD CREALOCK SCHOONER, 1984
Cold molded, U.S. built, exceptionally Bristol, certified for 49 passengers.



535 NORSEMAN CUTTER, 1988 - Bristol!
Reckmann hydraulic furling an headsails and main, electric winches, hard dodger, bow thruster - all top of the line. **\$519,000**



33' NEWPORT MKII
All are in nice shape! Sausalito, Richmond, South Lake Tahoe. **From \$32,500.**



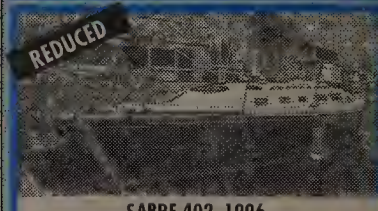
40' HUNTER, 1986, very nicely equipped to cruise & super clean, **\$85,000.**
Pictured: 37' HUNTER, 1989, **\$65,000.**

SAIL

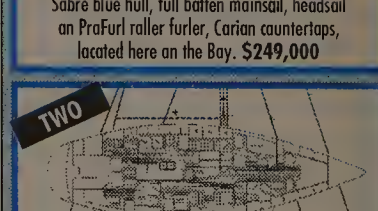
68' Nelson Marek '85 330,000	36' Union Polaris '85 94,500	55' Stephens MY cert. '58 169,000
65' LOD Crealock schooner '84 Offers	36' Columbia '69 25,000	52' Libertyship '60 110,000
62' Custom PH steel '98 769,000	36' Custom schooner '72 47,000	49' Kha Shing '84 179,000
57' Bermuda ketch .. '75 79,000	36' Atkins PH ketch .. '54 26,500	48' Angel SF '86 130,000
51' Baltic '80 249,000	35.5 Beneteau First .. '92 79,500	45' Fellows & Stewart '26 299,000
50' Gulfstar MkII '77 102,000	35' Baba '79 79,500	44' Gulfstar, nice '79 159,000
50' Rover '80 49,000	35' Privateer ketch .. '89 52,000	42' Chris Craft '68 119,000
48' Hughes Yawl '72 Offers	35' Rafiki '80 59,000	42' California MY '87 160,000
48' C&C 2 from 139,000	34' Islander '75/'85 31,500	42' Grand Banks '67 89,900
47' Jeanneau '92 210,000	34' Peterson '78 39,000	41' Roughwater '75 74,900
46' Pan Oceanic PH .. '86 110,000	34' Irwin '80 28,000	40' Harco, reduced 10k '49 35,000
45' Hunter '87 122,000	33' Nor'West 43,000	38' Stephens '48 36,000
44' Cherubini, bristol '80 450,000	33' Newport 3 from 32,500	38' Californian '76 85,000
43' Serendipity '81 79,500	33' Hans Christian ... '86 94,500	36' Egg Hrb. '60 12,000
42' Custom schooner '72 39,000	32' Islander '78 29,000	34' Bayliner Avanti ... '87 38,500
42' S&S '70 57,500	32' Pearson Vanguard '63 24,000	34' Uniflite '77 35,000
41' Seawolf '77 75,000	30' Catalina (2) '77 & '85 18,900	34' Sea Ray '86 56,000
41' Newport '84 68,000	30' Cal 9.2R '83 24,000	34' Silverton '90 79,000
41' Coronado '74 59,500	30' Islander Bahama 3 from 10,000	34' CHB Trawler, single dsl '80 59,000
40' Brewer PH '88 175,000	28' Newport '81 14,000	33' Jeffries '52 39,000
40' Helmsman '80 39,500	27' Ericson '75 9,500	32' Bayliner, diesel .. '89 79,900
40' Herreshoff, glass '81 25,000		32' Bayliner 3250 '88 32,000
40' Sabre 402 '96 249,000		31' Uniflite '77 11,000
40' Mariner ketch '67 32,000		30' Sea Ray 305 DB .. '88 59,900
38' Downeast '78 59,500		29' Wellcraft '85 27,500
38' Ericson '81 45,000		29' Silverton '85 26,000
38' Ingrid 2 from 69,900		26' Clipper Craft '86 11,500
36' S-2 '84 49,900		24' Bayliner '01 39,000

POWER

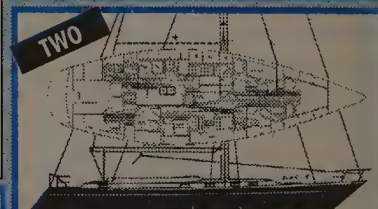
68' Stephen F8 '68 379,000	
65' Pacemaker cert. '72 375,000	
58' Kha Shing '85 298,000	
58' Spindrift '85 298,000	
57' Burger Alum. F8 '62 360,000	
57' Chris Craft 3 from 145,000	



62' BREWER STEEL KETCH, 1998
Custom pilothouse. Ted Brewer design, steel, Llydys, Caterpillar 3115, 3 stateroom, 16 kw genset, bow thrusters, new sails, much more. **\$669,000**



SABRE 402, 1996.
Sabre blue hull, full batten mainsail, headsail an PraFurl roller furler, Carian counterlaps, located here on the Bay. **\$249,000**



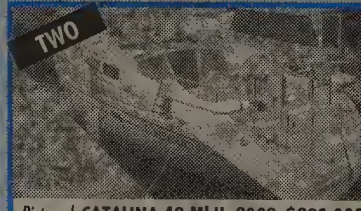
47' STEVENS & HYLAS, 1986. 3 staterooms, Sparkman & Stephens design. Westerbeke 70 hp low hours, genset 8kw, hydraulics. **\$225,000**



JEANNEAUS:
Pictured: 47' SUN ODYSSEY, '92, **\$210,000**
Also: 36' SUN ODYSSEY, '98, **\$115,000**



40' BREWER PILOTHOUSE CUTTER, 1988
Ted Brewer design, large open salon area with galley. Cruise equipped pullman berth plus V-berth. **\$175,000**



46' PAN OCEANIC PILOTHOUSE CUTTER, 1986
By Ted Brewer. Outside and inside helms, great layout below. Price reduced to **\$110,000.**

Pictured: CATALINA 42 MkII, 2002, **\$225,000.**
Also: CATALINA 42, 1989, **\$120,000.**
Bath with 3 staterooms.



HUNTER LEGEND 430, 1995. She has a 55hp Yanmar diesel and a new GPS Chartplatter. Asking **\$139,500**, but no reasonable offer refused. **BOAT IS SERIOUSLY FOR SALE!**



56' CUSTOM KETCH, 1991
Cold molded world cruiser. Many recent upgrades. Three double staterooms, Yanmar main & generator. **\$195,000.**



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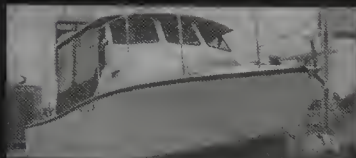
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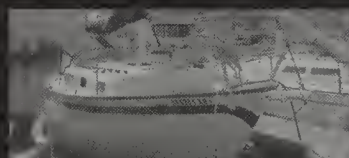
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25' FARALLON 25 FISHERMAN. 6 cyl. turbo diesel. Hard top full enclosure, trailer, windlass, heat, reefer, dive compressor, aft helm station. Outstanding, well maintained & more. Asking \$24,500.



47' LAKE UNION CLASSIC, 1930. Twin diesels, flybridge, twin helms, 2 enclosed heads w/showers and more! An excellent and gracious classic yacht with great charm. Priced right. Asking \$45,000.



30' RAWSON sloop. Extra heavy fiberglass construction, Wm. Garden design, dodger, inboard & more. Strong & reliable, excellent condition \$18,500.



50' DEVRIES-LENTSCH Classic Dutch-built Steel ketch. Stunning! Teak house, decks, below. Radar, GPS, AP, SSB, EPIRB, VHF, H2Omaker, dsl, MORE. \$138,500.



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32' GRAND BANKS TRAWLER w/Sausalito Charter Business. Dsl, radar, VHF, depth, Loran, AP, 6 berths, Bimini, windlass & more. Very shipshape. \$69,000.



38' INGRID KETCH by Bluewater Yachts. Glass. Beautifully refit incl. new dsl, sails, rigging, finishes, etc. Radar, vane, GPS & lots more! She's a lot of boat for the money! Ask \$66,250



52' LCM-6 USN DIVEBOAT. Aft PH, Onan, 671 dsls, alum. fwd house w/diver support floks, manifolding, etc. Not pretty, but strong & a GREAT BUY. \$25,950.



43' STEPHENS SEDAN CRUISER, 1955. Fleetwood is in extra fine condition. Twins, looks better than new inside and out. Must see, wonderful! Try \$99,500.

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- 55' SAMPSON ketch, center cockpit, aft cabin, dsl & more, live/cruise Ask 65,000
- 48' CAMPER NICHOLSON PILDT CUTTER by Laurent Giles, dsl, fascinating history. Acreage trades okay Ask 52,000
- 48' HERITAGE WEST INDIES, f/g, aft cabin, center cockpit cruising cutter, loaded, in Panama, ready to go! Ask 189,000
- 41' BLOCK ISLAND CUTTER. Dsl, roller furl, wheel, dbl-ended, beaut. interior, tough cruiser w/great potential. Ask 39,000
- 41' ISLANDER FREEPORT Ketch, very nice 76,500
- 40' NEWPORTER ketch. Perkins 4-108 diesel. Big, lots of potential. Ask 37,500
- 40' GAROEN Center Cockpit Ketch. Osl, project & good liveaboard 29,000
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- 24' ED MDNK CLASSIC sloop, diesel, great character & a nice boat Try 7,500

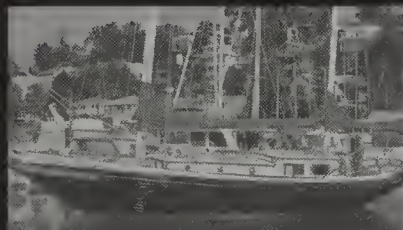
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- 63' FERRY Conversion, 671 dsl, 19.5 foot beam, excellent condition Try 36,000
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- 45' STEPHENS classic 1929 Ask 90,000
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- 37' CHRIS CRAFT CONNIE, nice cruiser/liveaboard, genset, one V8 just rebuilt, other needs work Asking 30,000
- 36' CHRIS CRAFT Cavalier, VERY NICE, must be seen Reduced! 27,900
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- 28' CHRIS CRAFT Cavalier, nice ... 12,000
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- 26' BAYLINER 2352 TROPHY, '00, trailer, o/d, only 10 hours on clock! 38,500
- 25' GRADY WHITE OFFSHORE PRD, trailer, two 225 Mercs 44,000
- 25' BAYLINER CIERRA, 'BB, very nice. Full Delta canvas Asking 39,500
- 25' OONZ12-25, V8, Arneson Drive. 29,500
- 23' WALKAROUND BAYLINER Cuddy, 1/8, tri, 1990 Ask 9,500
- 20' SEA RAY Bow Rider with trailer. Less than 200 hours use, 20shp 1/D, super clean, 1993 Ask 9,800
- 18' AVENGER ski boat, tri, 200 hp, more ZDDM! ZOOM! Ask 2,500

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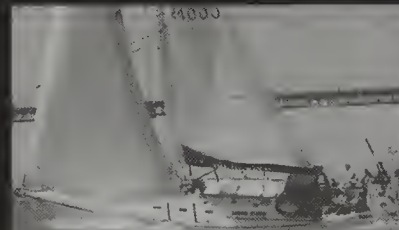
33' LAGUNA F/B SPORTS FISH by Americon Marine. 2 dsls, 2 helms, all gloss, gen, lots of teak, 2 VHF, depth & F/F, radar, GPS/chart, AP & more! Many updates & improves. Beautiful & loaded. Covered berth. \$49,950.



41' CT KETCH by TA CHIAO. Gloss, diesel, full galley, shower, aluminum spors and more! Beautiful condition and a great live/cruise layout. You'll want to see this one. VERY NICE. Asking \$64,500.



46' Wm GARDEN PORPOISE. Big, tough, well respected ketch. Copper riveted TEAK hull and decks, diesel, wheel, radar, shower, outopilot, loaded. Comfortable world cruiser/liveaboard. Asking \$89,500.



48' C&C luxury performance cruiser in beautiful condition. Reported completely refit and updated 1996 in and out. Absolutely loaded. THIS IS A FINE VESSEL. Asking \$235,000.

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